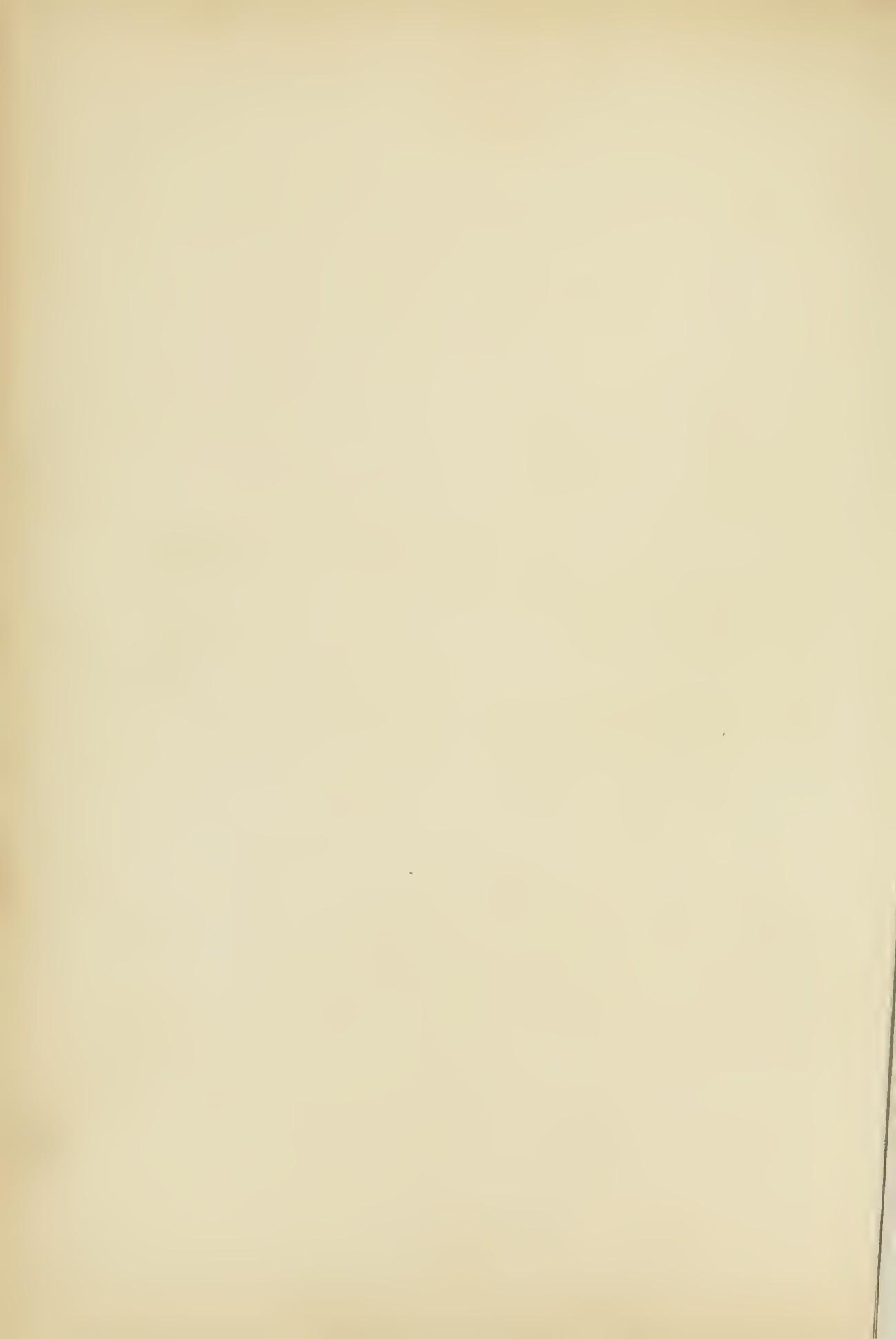


March 2012



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PICTURESQUE NEW LONDON AND ITS ENVIRONS

—Groton == Mystic == Montville == Waterford—

At the Commencement of the Twentieth Century



Notable Features of Interest

OLD LANDMARKS AND FAMOUS PLACES—THE WHALING INDUSTRY—EARLY COMMERCE—A FINE MILITARY AND NAVAL RECORD—HOMES—BEAUTIFUL SCENERY—PARKS AND OUTING SPOTS—CHURCHES AND SCHOOLS—HOTELS—TRANSIT SYSTEMS—MANUFACTORIES AND BUSINESS HOUSES—ADVANTAGES AS A COMMERCIAL, MANUFACTURING AND RESIDENTIAL CENTER

ILLUSTRATED

With Views of the City and Its Environs and Portraits of Some of the Representative Men of the Past and Present



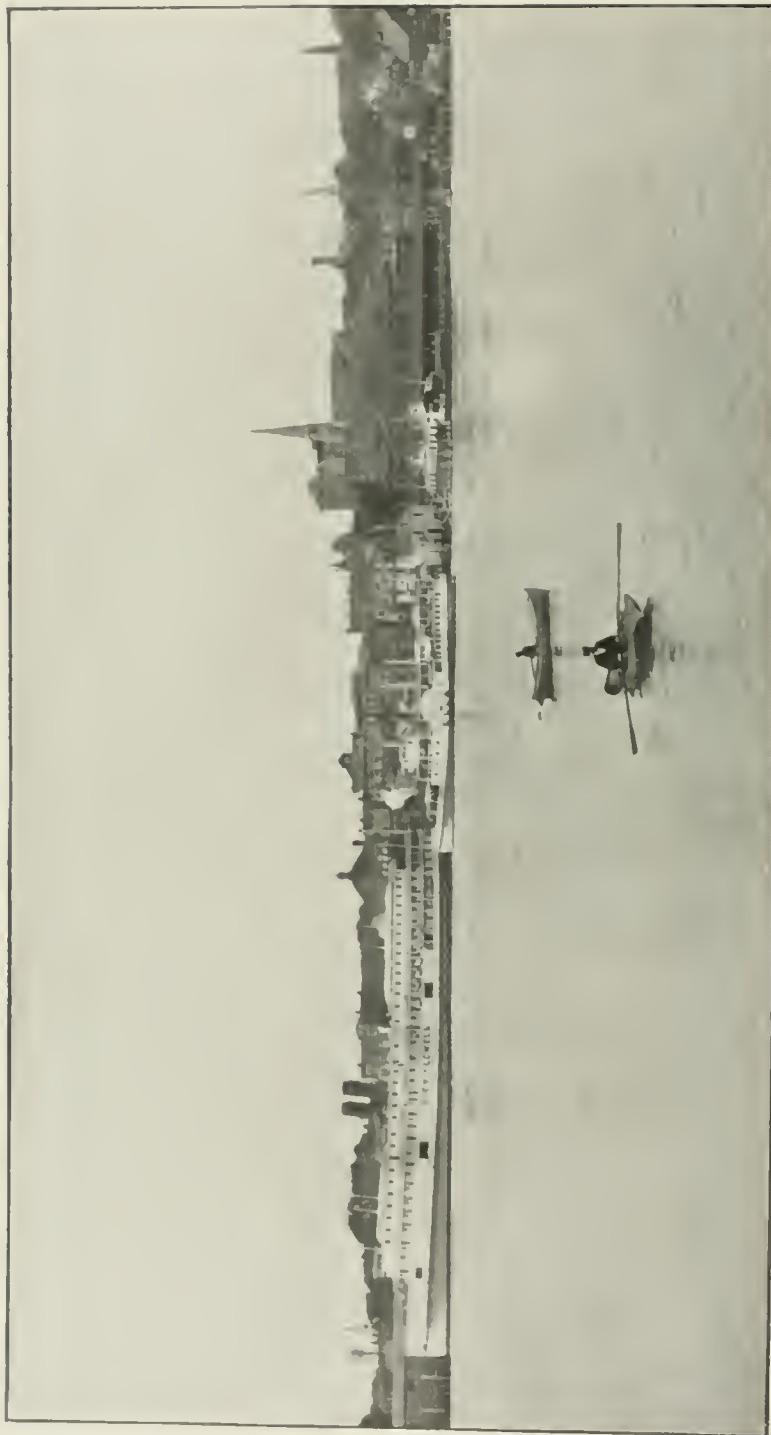
NEW LONDON, CONNECTICUT

PUBLISHED BY THE AMERICAN BOOK EXCHANGE

1901

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THE CITY OF NEW LONDON, FROM THE HARBOR.



THE GREAT RAILROAD DRAWBRIDGE SPANNING THE RIVER THAMES.

The Drawbridge Across the River Thames, Between Groton and New London, is Just North of the City, and is One of the Largest Bridges of Like Character in the World.

Introduction.



JOHN WINTHROP,
Founder and Governor.

is one of the most delightful of summer resorts.

The manufacturing establishments in the city are doing a large and profitable business, imparting vitality and strength to the community, adding to its wealth and fame. With the impetus given to all business, and to local and foreign commerce especially, by the present policy of the government at Washington, the increase in population during the last ten years has been about four thousand—in the next de-

cade it will probably be from eight to ten.

NEW LONDON is one of the most romantic and pleasing cities on the New England coast. Its location is fine, and its harbor magnificent. Its history is a fascinating story, and it

eade it will probably be from eight to ten.
“Picturesque New London and its Environs” presents in acceptable style the claims of the city and its neighbors to the favorable consideration of home seekers and progressive business enterprises. No point of interest has been neglected in either text or illustration that will help to give a correct impression of life hereabout.

The thanks of the public and of the publishers are due to Messrs. Eugene L. Bailey, Charles E. Pratt, F. C. Washburn and F. L. Kenyon, of New London, and to George E. Tingley, of Mystic, Connecticut, photographers, and to John McGinley, President of the New London Board of Trade, for courteous and able assistance in publishing the work.

Without the aid of the business men and the liberal subscriptions received for books and illustrations, so large and creditable a publication could not have been made. We thank the public-spirited citizens sincerely for their faith and support.

THE PUBLISHERS.

ERRATA: Page 10, Old Nathan Hale School Building has been removed to Ye Antientest Buriall Ground, and restored to its original style of architecture. Page 43, first date in title should read 1773; not 1873. On page 46, the name Rev. Edward Brown, should read Rev. Edward W. Bacon. Page 58, Charles F. Edney, formerly manager for F. A. Rogers & Co., is now proprietor of the brokerage business in the offices previously occupied by the Rogers Co. Pages 89 and 97, the name James H. Newcomb, should read James Newcomb.



M. WILSON DART,
Present Mayor of New London.



AUGUSTUS BRANDEGEE.

ROBERT COIT.

CYRUS G. BECKWITH.

RALPH WHEELER.

GEORGE F. TINKER.

EX-MAYORS OF NEW LONDON.



GEORGE E. STARR.

HIRAM WILLVS.

JAMES L. JOHNSTON.

THOMAS M. WALLER.

H. S. WILLIAMS.

EX-MAYORS OF NEW LONDON.



VIEW AT BROAD AND HUNTINGTON STREETS.

At the Left of the Engraving is the Residence of Walter Learned, Broad Street, and at the Right, at the Junction of Broad and Huntington Streets, "Mount Vernon," Residence of Elisha S. Palmer.

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Munsey Building. First Church.
Harris Building.
Soldiers' Monument and the Parade.
Starting Point of the Trolleys.

Neptune Building.

STATE STREET — LOOKING WEST.

Taken from the Walk, Near the Union Depot.



THE SHAW-PERKINS MANSION—BANK STREET.

BUILT IN 1755, BY THE ARCAOIANS, OR HUGUENOTS, FOR CAPTAIN NATHANIEL SHAW.

Washington, After the Siege of Boston, by Appointment, and on Invitation from Nathaniel Shaw, Jr., an Officer of the United Colonies, Holding Commission Under the Certificate of John Hancock, Met Here Commodore Esek Hopkins, First Commander of the American Navy, to Consider Naval Interests. John Paul Jones and Nathan Hale Have Been Guests Within Its Hospitable Walls. In 1824 LaFayette, on His Return Visit to America, Was Entertained in the Mansion.

Picturesque New London.

Chapter II.

THE OLD NEW LONDON.

SKETCH OF NEW LONDON FROM THE EARLY DAYS TO THE PRESENT—
STORY OF A FAMOUS SHIPPING PORT OF THE OLDEN TIMES—
GOLDEN EPOCH OF THE WHALING DAYS—HOW THE OLD TOWN DISPLAYED HER PATRIOTISM IN THE WAR FOR INDEPENDENCE—THE BRIGHT RECORD OF HER SONS IN ALL THE NATION'S WARS.

NEW LONDON, founded by John Winthrop in 1646, is an old town, old even for New England, and compared with the towns and cities of the newer civilization of the Western Hemisphere, moss-grown in antiquity. In the early days of the colonies the site of the city attracted the Pilgrims by its rugged beauty, obvious advantages, and promise of future growth and greatness in commerce. At every stage of its development the city has fulfilled the promise of those early days, though growth has been slow in outward and visible signs of prosperity.

Great wealth, however, has been brought into the town by the adventurous sailors who carried the flag of their country to the farthest ends of the earth and made the names and private signals of vessels, owners, and agents known on the coasts of all countries. The manifest destiny of New London has been towards commerce and the various industries connected with its pursuit, and the people of New London have looked for many years with steadfast hope and belief that the day would come when the city should take the place which

Picturesque New London.

Nature evidently destined it to occupy among the ports of the country. In our day it is difficult to realize the obstacles that confronted the early settlers, the hardy band that came to the shores of the Thames to build a city, establish homes, and found a government in keeping with the traditions and customs of the English home they had so lately left in order to enjoy the blessings of liberty which have ever been purchasable only by great sacrifice.

JOHN WINTHROP, the founder, was the son of John Winthrop who led from England the second Puritan emigration and afterwards be-

came governor of the Massachusetts Bay Colony. His paternal grandfather was Adam Winthrop, of Suffolk, England. To the younger Winthrop undisputedly belongs the title of founder of New London, for he determined the location of the town and promoted its inception with fervor and confidence, even to the extent of investing his entire fortune in the enterprise. He was born in England, February 12th, 1605. When only 16 years of age he entered the University of Dublin, where he remained for three years. Two years later he enlisted under the banner of the Duke of Buckingham

in the useless attempt to succor the Protestants of Rochelle, France. He first arrived in America, November 2nd, 1630, later returning to England, where he remained for about one year. In October, 1635, he again came to America and at once interested himself in the affairs of the colonists.

The name first given to New London—its Indian name—was Nameang.

Indian names were descriptive, and Nameang was supposed to refer to fish, implying that the waters about the town afforded good fishing. It was also known as Pequot, after the tribe of Indians of that name, who under the



OLD SCHOOL BUILDING—UNION STREET.

AS IT APPEARS TODAY.

The Old Union School, in which Nathan Hale Once Taught, is One of the City's Interesting Objects. It Still Remains, a Reminder of New London's Heroic Part in the Stirring Times When All Other Interests Were Sacrificed to the "Spirit of '76."

Sachem Sassaens, or Tatobam, as he was often called, inhabited the region which lay to the southeast of the Connecticut River settlements. By these names the plantation was known until March 24th, 1658, when legislative permission was granted the inhabitants to call the town New London. For ten years previous to that time they had wished to show their affection for the land of their birth by naming their new place of abode London, in honor of England's principal city; and no doubt they were highly gratified by this concession of the Legislature. It was then in order

Picturesque New London.

to name "the fair river of the Mohegans" the Thames, but at just what date it derived the name, bestowed in honor of its famous prototype in England, is not certain.

The earliest inhabitants of New London came from Cape Ann, Massachusetts—Gloucester people to whom the sea furnished a living, and to whom New London seemed homelike in that respect at least. Parson Richard Blinman, who, previous to his im-

this time something about the Indians whom they were to dispossess, but with whom they had little trouble, for the natives were in the main well disposed toward the palefaces when treated with any degree of fairness. Breaking ground for dwellings and for agricultural purposes was a heart-breaking task, as one may readily understand who is at all familiar with the rocky country which stretches back from the waterside to the bor-



THE HEMPSTEAD HOUSE—OLDEST BUILDING IN NEW LONDON.

HEMPSTEAD STREET, NEAR JAY.

Built in 1678, by Sir Robert Hempstead, Who Came from England, and Was One of the Founders of Hempstead, Long Island. He Came to New London About 1643. The House Has Been in Possession of the Family and Descendants for Two Generations. It is Still Owned by One of the Family.

migration to this country, occupied the pastorate in Chepstow, Monmouthshire, England, was the spiritual and temporal head of the pioneers. The rule in early colonial days was obedience to ecclesiastical authority, and it was cheerfully rendered as a matter of right in all things.

The settlers came prepared for hardships and privations. They were accustomed to the rigors of the New England climate, and they knew by

ders of the State of Connecticut. The early settler, however, was not a man to be dismayed by obstacles. The pioneers of that day were made of sterner stuff than that which gives in easily, and with a fixed purpose and an unalterable determination, they set about their work, and in comparatively few years great headway had been made. In 1665, within the first quarter of a century of the life of the settlement, the home government was

Picturesque New London.



VIEW OF "THE TOWNE'S ANTIENTEST BURIALL GROUND."

In the Left Background of the Picture is the Slight Elevation Formed by the Tomb of Jonathan Brooks. On September 6th, 1781, Benedict Arnold, the Traitor, From This Spot, Watched and Directed the Destruction of the Town and the Homes of His Friends.

petitioned to make New London a port of entry, but for some reason the petition was never granted, nor were subsequent ones to the same end deemed worthy of consideration by the rulers over the sea, who seemed early to have laid aside all consideration for the colonists, and planted the seed that about a century later grew to rebellion and successful revolution. New London persevered and began to build and employ small vessels for coasting to near-by ports, and soon the field of operations was extended, and Boston, Newport and New York—Manhattan then, as now—exchanged products with New London. Virginia later came into commercial connection with New London, and as years went by a more ambitious spirit took possession of the people, and New London vessels became known in the West Indies, in Spain, France and Great Britain. It was not all plain sailing. Of course there were difficulties to be overcome, losses to be met, such as always attend

commerce on the sea, and the financial condition of the colonies hampered even the boldest spirits, for money was powerful in those days, as it is in ours.

The people were not permitted to pursue uninterruptedly the paths of peace. There were wars with the Indians, war with the French, and trouble of various kinds that beset all of the colonists in New England; and New London bore its full share in them all. As became the inhabitants of a seaport town, to whom danger was a part of their daily life, and to whom the adage, "nothing venture, nothing have," had more than common significance, they were brave and venturesome. In all the wars, from the earliest times down to the Spanish war of 1898, New London men have borne more than their proportion of the burden in filling the ranks of the army and manning the ships of war. To the War of the Revolution Connecticut sent more men pro-

Picturesque New London.

rata than any other state, and New London was represented by more men proportionately than any other town in the State. It was the same in the Civil War, when New London made prompt and patriotic response to President Lincoln's call for volunteers in April, 1861. The city sent a full company of men with the Second Connecticut Volunteers, who went to the front under the command of Col. Alfred H. Terry. It was the color-bearing company of the regiment, and participated in the first battle of Bull Run. Many of the members of this company afterwards distinguished themselves as officers of other regiments in the United States service. For the three years' period New London furnished full companies for the Fourth—afterwards the First Heavy Artillery—the Fifth, the Tenth, Twelfth, Thirteenth, Fourteenth and Twenty-First; and two companies for the Twenty-Sixth Connecticut, a nine months' regiment. In addition to these troops, a great many recruits

were enlisted from the town and forwarded to the front to fill the ranks of depleted regiments. Aside from her officers and men who served in the navy, New London must be credited with nearly twelve hundred as her contribution to the great Union armies of '61-'65.

The Spanish-American War of 1898 also gave opportunity for New London to show that the present generation is as ardent in its patriotism and love of country and liberty as were those gallant men of the past. Three companies, A, D, and I, Third Regiment, Connecticut Volunteers, responded to the call of President McKinley for men to go to Cuba and Porto Rico; and a number of the members of the United States Signal Corps were also New Londoners.

These evidences of patriotism may be regarded as tokens that the spirit of the early settlers, as to fighting at least, has survived to the present day.



THE GROTON SHORE—LOOKING ACROSS THE HARBOR FROM NEW LONDON.

Showing the Fort Griswold Monument on Groton Heights in the Right Background, and in the Foreground the Ferryboat, Colonel Ledyard, which Plies Between New London and Groton.

Picturesque New London.

The town possessed "characters" in its early days, and of many and varied kinds they were, the Rogerenes, for instance, who were continually in trouble with the constituted authorities, and no sooner out of one conflict with the courts than they were involved in another. That sort of people, however, are inseparable from a community in which strength and firmness are necessities, and it was from such folk that sprang the men

British Islands, who were not considered foreigners in those days. French names particularly continue to this day, and will probably be identified with New London until the end of time. The commerce of this city bore no small proportion to that of New England up to the beginning of our troubles with the mother country, and it was not long after the struggle for liberty and independence had ended in our favor, that the restless spirit of



UNITED STATES CUSTOM HOUSE—BANK STREET.

THE CUSTOM HOUSE WAS BUILT IN 1833.

who dared resist oppression from the Old Country, and later furnished the pioneers who penetrated the great West and laid the foundations, broad and deep, for the phenomenal growth and prosperity of that section of the United States.

The city prospered as time went on. Its natural advantages as a seaport attracted foreigners of condition, who came here to engage in trade with the countries of Europe, among them being many French, Spanish and Portuguese; but a greater proportion were from the

New London was again engaged in making a new connection with the ports of the world. There were, at one time, about the opening of the present century, a fleet of about 100 brigs—"jockeys" they were called from the nature of their trade—plying between this port and those of the West Indies. They took out horses and mules, and returned with rum, the material for its manufacture, and molasses. New England rum was an important factor in those days at all social gatherings, and in the various

Picturesque New London.

mechanical pursuits of the time, for nothing could be begun or properly ended without its due proportion of rum. The vessels were not all owned in this city, nor indeed the larger share of them, for New Haven, Middletown, Hartford, Fairfield, and other places, used the port of New London, and were represented here by agents in the "jockey" trade. The business thus paid toll here, and coopers, ship carpenters, riggers, and men of kindred trades made their profits from the business.

As the "jockey" trade languished, the whaling industry took its place. The earliest mention of whaling in Connecticut appears to reach as far back as 1647, when the General Court at Hartford granted to one Whiting the privilege of catching whales within Connecticut waters. This privilege, which embraced a term of seven years, may be construed as the granting of a monopoly, for such permission was necessary, and there is no record to show that a like grant was at that time conceded to any other than Mr. Whiting.

Whales were at that date numerous near the Connecticut coast and off the Banks of Newfoundland. As the colonies grew in capital and population, whaling voyages of considerable length were made, and by 1750 the business had assumed generous and profitable proportions. The War of the Revolution, however, paralyzed the industry, until, in 1785, it was revived by special incentive from the Legislature. Immediately subsequent to this time there dawned what may be termed the golden era of the whaling days. Ships were thoroughly appointed, and

THE LIGHTHOUSE, EASTERN POINT, AND THE ENTRANCE TO NEW LONDON HARBOR.
This is One of the Charming Views to be Obtained in the Summer Season From the Trolley Lines To and From Ocean Beach.



Picturesque New London.



THE HUGUENOT HOUSE.

BUILT ABOUT THE YEAR 1760.

A Quaint Old Dwelling Place, at the Corner of Hempstead and Truman Streets. Built by the Huguenots for Nathaniel Hempstead, a Descendant of Sir Robert Hempstead.

manned by picked crews for dangerous but remunerative voyages to distant seas; and the only contingency then likely to put a damper upon the calling was the possible extinction of the whales.

As a whaling port, New London rivalled New Bedford. There seemed no end to the money that was being brought into the town by the whalers as they were called, and the general prosperity was great. Many were the New London ships which embarked on these perilous voyages, and many were the fortunes that were made. In sooth, the industry may be deemed the keystone to much of New London's success and thrift.

An incentive to the faithfulness and vigorous energy of the whaling crews was the method of dividing the profits of a voyage. Not only the agents, but the officers and crew as well, came in for a share of the spoils. These shares were, of course, graded accord-

ing to station and responsibility, but the division, always conducted with honesty and promptness, exerted a salutary influence upon the men.

From 1820 to 1851, inclusive, there were engaged in the capture of whales from the port of New London 677 vessels. And during this period there were brought into the port 111,158 barrels of sperm and 775,432 barrels of whale oil. While this does not represent the total results by any means, it conveys some idea of the magnitude and importance of the industry. Had it not been for the financial stringency of 1857 and the breaking out of the War of the Rebellion in 1861, all would probably have been to the good. About this time there was a decline in the whaling industry, and after the war there was little done in this line. About the year 1870 came a brief revival of interest, caused by the discovery of the repopulation of the seal rookeries in the South Geor-

Picturesque New London.

gias which created a business of the same nature and the prosecution of the sea-elephant fishing at Desolation Island.

From the very earliest days fishing has naturally employed New Londoners, and for more than two centuries was an extremely important industry. Fifty years ago there were probably 70 or 80 fishing smacks engaged in "banking" and in fishing up and down the coast, principally for cod and halibut. And to-day there is a large amount of capital invested and a great many men engaged in catching menhaden, which furnish oil and fertilizer to the amount of many millions of dollars.

From the settlement of the town of New London in 1646, down to our day, there has been much of romance and adventure, light and shadow, and much that is quaint and curious in the lives of the men engaged in what in most communities is but the dull and humdrum routine of earning a living. Naturally the atmosphere

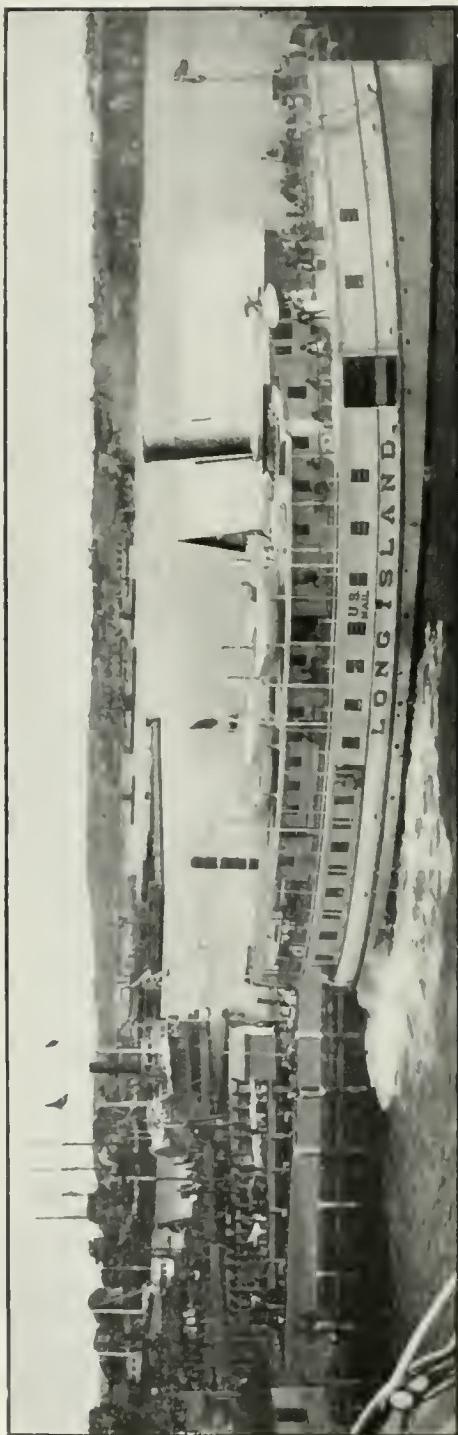
characteristic of New London produced men of a different stamp from those of many other cities, and these indomitable souls were ready at hand when the California fever struck the Atlantic States. To such men the news that gold had been discovered in California acted like wine upon the imagination. To fit out a schooner and crowd her with daring spirits was no sooner thought of than accomplished: and in such frail cockleshells many a "Forty-niner" set out from this port to brave the dangers of the long trip around Cape Horn to that Mecca of the adventurer, San Francisco. Ships followed as soon as they could equip, and there were few men in New London who had not something at risk in the many ventures connected with the California voyages of those stirring days. The Klondike craze was nothing to the California fever, nor has there been any popular excitement to compare with it except the enlistment fever of 1861. Many fortunes were made,



THE ARMORY—COIT AND WASHINGTON STREETS.

Headquarters of the Third Regiment, National Guard of Connecticut.

Picturesque New London.



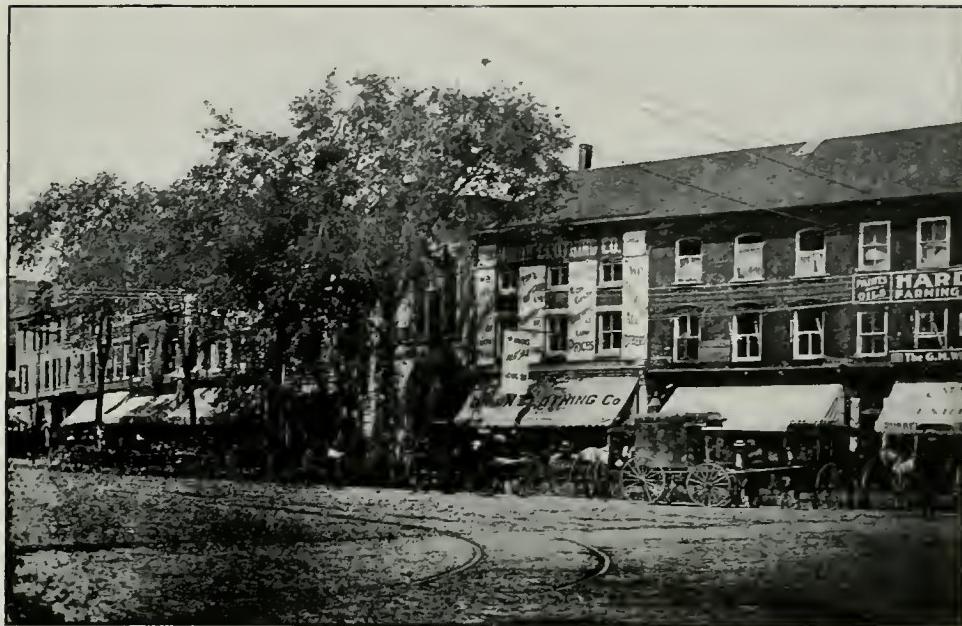
VIEW ALONG THE DOCKS.

Showing the Upper Portion of the Harbor, the Great Drawbridge, and the Groton Shore.

more were lost, and as a rule the New London Argonauts of '49 gained more in experience than they acquired in pocket. Out of the great number of adventurers who left for California in '49 and the few years succeeding, some by sea and others by the route across the Isthmus of Panama—after the shorter sea route was adopted—some remained. Others returned, and still others sought various quarters of the globe in search of adventure, for adventure was about all that most of them obtained for their labor and their pains. In San Francisco, to this day, even, are many New Londoners and their descendants. Indeed, the same may be said of all the cities of the United States.

In the old days there was much that was quaint and curious in the life of New London. The Bride Brook marriage, famous in her history, was an instance of the peculiarities of the laws governing the jurisdiction of officials of the different colonies. In the winter of 1646 and '47 a young couple living in Saybrook elected to become united in the holy bonds of wedlock. Saybrook possessed no one capable of performing the ceremony, so a magistrate from one of the upper towns on the Connecticut was engaged to officiate. Unfortunately, however, there came at the time appointed for the marriage, a prodigious fall of snow, which made it impossible for the magistrate to reach Saybrook. Unless absolutely unavoidable the nuptials must not be postponed, and Governor Winthrop was called upon to go to Saybrook and perform the marriage rite. But Saybrook was beyond his

Picturesque New London.



A SATURDAY MORNING SCENE ON STATE STREET.

The Diversity of Interests Centering in New London Presents a Pleasant Phase in this Picture
Taken Near the Union Bank.

magisterial province, his authority being vested by the Massachusetts Colony. The little stream, afterwards and by reason of this episode, called Bride Brook, marked, more or less certainly, the boundary between Pequot (New London) and Saybrook, and it was Winthrop's suggestion that if the pair would meet him at this brooklet, he would accommodate them. His proposition was eagerly accepted, and on that winter's day, beneath the blue vault of heaven and the swaying branches of the trees, John Winthrop performed one of the most unique marriage ceremonies on record.

We, of to-day, necessarily realize that the customs of the early times differed very materially from those in vogue at present. In just what way they differed we do not all know. About the dead of that early period centered an interest vivid, sympathetic, and even personal. The settlers were few, and the loss of one of them was regarded as a calamity and common misfortune.

Not alone that, but a funeral was an event of moment and importance. To the bedside of the dying came the town fathers, the minister, and the magistrate, to take down and witness his last testament, words and admonitions. The entire community attended the funeral. Those who, while he was in life, had stood nearest to the deceased, bore him on their shoulders to the grave. Not frequently, and never unless the distance were great, was a horse litter used. Around the last resting place of the departed the rites were solemn. He was not at once forgotten: the void he left was acutely felt. By many he was missed, by many sincerely mourned. His monument was in the hearts of those he left behind.

With the conveniences of modern times at our disposal, it is well-nigh impossible to appreciate the disadvantages under which our early forebears struggled, nor is it easy for us to realize the actual extent of their poverty.

Picturesque New London.

Their dwellings were not only rude, but often uncomfortable and inadequate for their needs. Crevices admitted the wind and cold. The timbers were rough-hewn and the boards unplaned. Each mechanic was his own tool-maker; the metal at his command was of inferior quality and his implements crude. Coffee and tea were luxuries too costly to be thought of, and even molasses and sugar were rarities at first.

It is a far cry to those days of trials and buffettings in the wilderness—more than 250 years. The colonists, with Winthrop at their head, were as keen of eye, strong of limb, and hardy and fearless of soul as the Vikings of old. Winthrop's foresight was akin to prophecy. He looked into the future and saw the possibilities in store for the Indian-inhabited region which he proposed to develop along the lines of civilization. Not only did he look, he acted; and upon the knowledge born of insight, secured Fisher's Island and as much of the mainland as possible. Subsequent results have proved the almost infallibility of his judgment. A wise man in all things, he treated the Indians with equity and consideration; and, although there was often cause for difference, retained the balance of power and gained the good will of the Mohegans and their allies.

But before this alliance could be accomplished with any surety of permanence, it was necessary to conquer and subdue the fierce and hostile Pequots, that warlike tribe in whose veins ran the aboriginal blood royal.

In 1637 Captain John Mason, in command of a body of men from the towns on the Connecticut and under the guidance of the Narragansetts and Mohegans, entered upon a war of subjugation against the Pequots that practically resulted in a war of extermination. The Narragansetts and Mohegans welcomed with joy the opportunity afforded by the strained relations between the whites and the Pequots, to avenge themselves upon a common foe. And while, from a humanitarian standpoint, their revenge may appear to have been almost too complete, their friendliness to

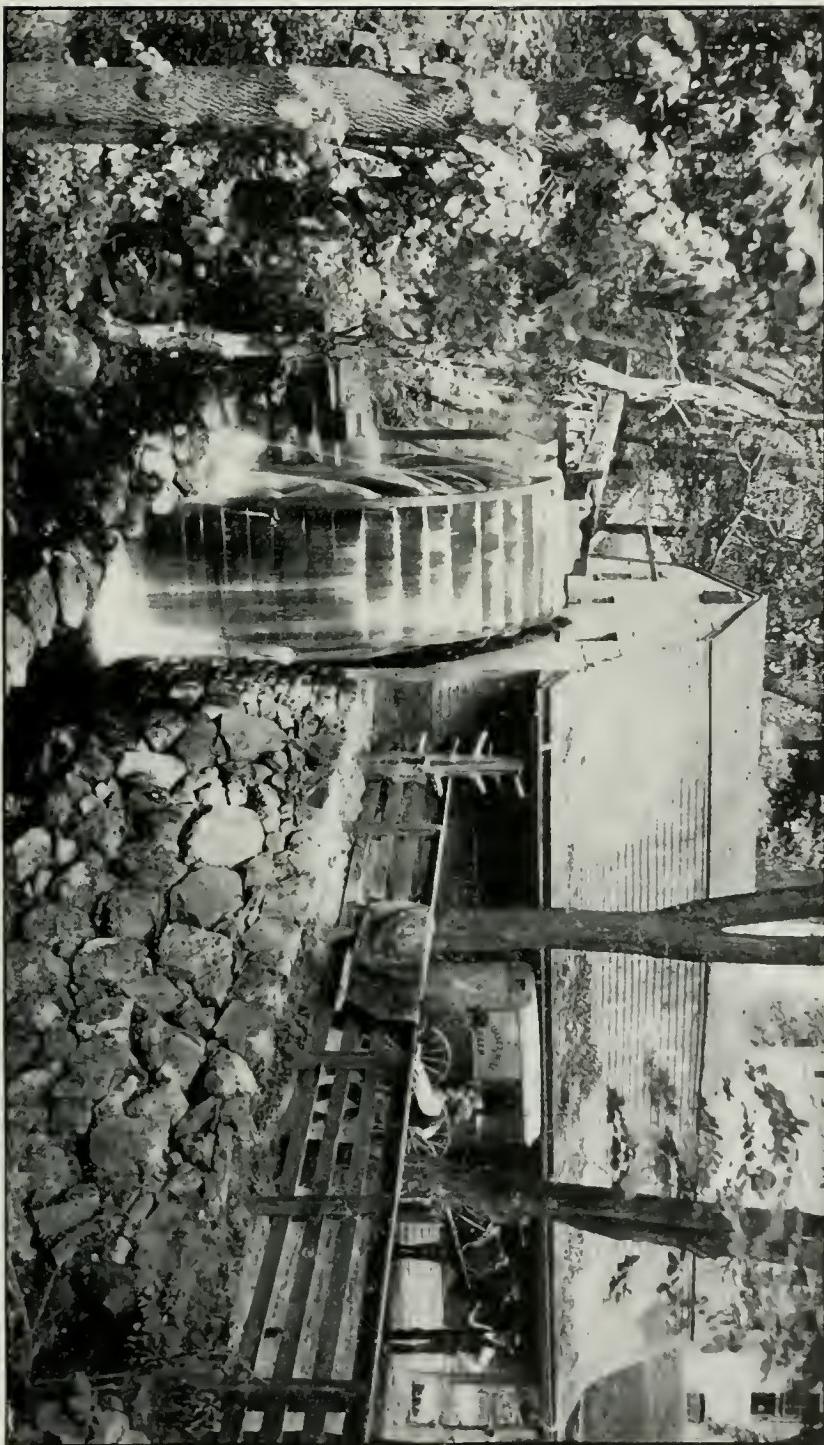


TWENTY-FIRST REGIMENT MONUMENT.

Erected by the State of Connecticut, and Located in the Section of Memorial Park Bordering on Broad and Hempstead Streets.

the palefaces remained unbroken; and with the reign of peace which lasted for nearly 40 years, came a period of security and comparative prosperity.

The growth and occurrences in the plantation from the time of the Pequot war and the days of Winthrop, to the breaking out of the Revolution are matters of exhaustive history. During the revolutionary period New London was a depot of supplies, a place from which to draft men for the



YE OLDE TOWNE MILL—BUILT IN 1650.

An Ancient Reminder of the Days When Our Forefathers Made Glowing Pages of History. The Old Mill is the Wonder of Sojourners From Far and Near. And Today, Even, Its Antiquated Wheel Grinds as Busily as of Yore the Golden Meal.

Picturesque New London.

army and navy, and, later on, the object of attack, and very nearly of complete destruction. The town did all and more than could have been asked of it. Its sons went forth to battle for liberty and independence, and did their duty well. Benedict Arnold, who had been a resident of Norwich, and who was well acquainted in New London, bore the town a grudge which he paid in full when he signalized his treachery to his country by planning a descent upon New London and leading against her the military forces of the British. The story of that fell day of September 6th, 1781, is known to every New Londoner and to all patriotic Americans, for the burning of the town was as marked an instance of wanton brutality and cold-blooded cruelty as was the heroic defence of Fort Griswold one of the most sublime and wonder-inspiring acts of heroism on record in

the annals of the world's warfare. An eminent Italian, in writing of the defence of the fort, compares it to the defence of the Pass of Thermopylae by the Spartans. On that day Arnold sat upon his horse near the house of a Mrs. Hinman, wife of a naval officer. Mrs. Hinman, it is said, seized a musket, and aiming it at the arch traitor, snapped the lock. The flint failed in its office, and "missed fire," making a noise which alarmed Arnold, who lost no time in escaping beyond range. He was watching the work of the British and, no doubt, gloating over the terrible predicament of his former friends, whose homes, at his instigation, were being destroyed.

The town in those days did not possess many fine houses, as houses were then rated, for there were no wealthy people in New London. Yet they were superior to those which it was



A GROUP OF MEMBERS OF THE JIBBOOM CLUB AT ONE OF ITS ANNUAL OUTINGS.

The Jibboom Club was Organized January 29th, 1891. It Has a Membership of Over Three Hundred. The Commodore of the Club is William H. Allen; Captain, E. Holloway; First Officer, E. O. Moxley; Second Officer, Charles Gray; Pilot, J. Luther; Purser, C. H. Niles; Boatswain, O. W. Holloway; S. Q. N. H. Newbury; P. Q., George T. Geer, Jr. The Club Meets the First and Third Saturdays in Each Month, October to April, at 7.30 p. m.; April to October, First Saturday Only, at 8 o'clock, p. m., at 88 Bank Street.

Picturesque New London.



THE CITY HALL—STATE AND UNION STREETS.

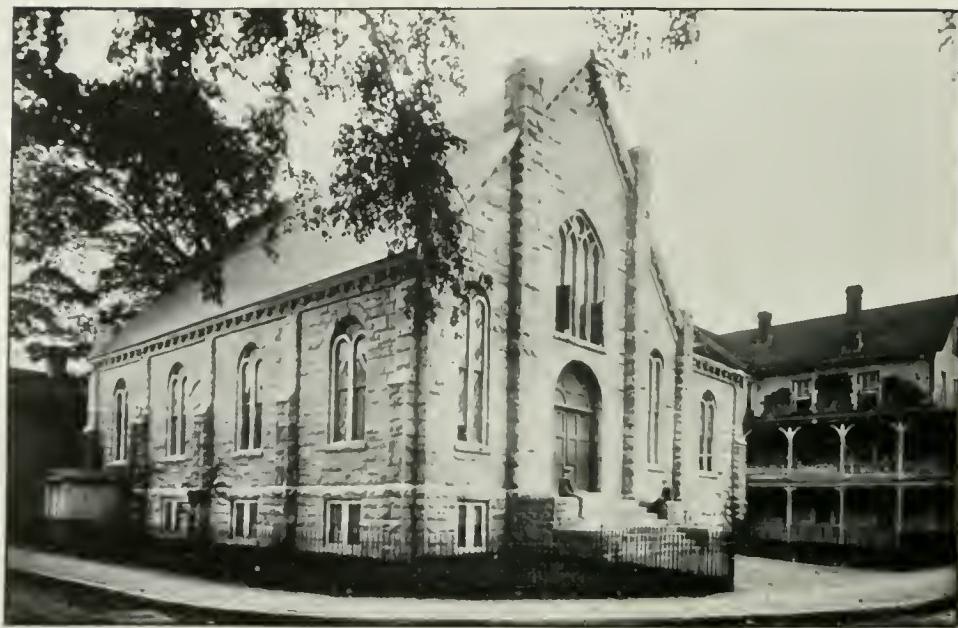
The Mayor's Office, the Office of the City Clerk, and the Council Chamber are Located in this Building.

possible for the sufferers from the conflagration to re-build, impoverished as they were. Much of the irregularity of the town is due to the haste in which it was then re-constructed; this irregularity, however, is one of the chief charms of the city of to-day.

The effects of the War of the Revolution were keenly felt by New London. Unlike other towns further inland, she had not the unhazardous and healthy resource of manufacturing to which to turn her attention. Essentially a seaport, dependent upon the sea for her commerce, she must at that perturbed period wrest from the sea the wherewithal necessary to her existence. The navy was in embryo, and was powerfully augmented by privateers. These privateers were not deserving of the opprobrium which frequently attached to them. Indeed, their occupation was as legitimate as that of the ships of the line, for they operated under what were known as letters of marque; that is to say, their

cruises were prosecuted under the unwritten laws which then governed the conduct of armed vessels of belligerent nations. Credit for brave deeds, for acts of heroism and loyalty are due them more than censure for the so-called acts of piracy which they are said, by some, to have perpetrated. They were no more pirates than were the regularly commissioned vessels of the navy. They were a necessity of the times. As the British men-of-war depleted the merchant marine of the colonists, some measure was necessary for the effective restraint of their depredations; so private ships, formerly peaceful merchantmen, were armed and manned, and under letters of marque would swoop down upon the British vessels manœuvring in the Sound, and, whatever the odds against them, bring a prize into port. The risk was enormous, but supreme contempt of fear, begotten of entire ignorance of its meaning, nearly always resulted in victory.

Picturesque New London.



MASONIC TEMPLE—GREEN STREET, CORNER STARR.

Home of Brainard Lodge, Number 102, F. and A. M.

Many were the stout hearts and strong arms that enlisted in this free-for-all navy, which partook of the nature of a fraternity, and a ship that struck its colors while a sound man remained to fight, would have been out of fellowship. Hailing from New London were many ships belonging to both the commissioned and privateer service that won glory, honor, and treasure in conflicts with the British. Among these were the brig *Defence*, fourteen guns, Captain Samuel Smedley, commander; the *Oliver Cromwell*, a ship of twenty guns, commanded by Captain William Coit; the *brig Resistance*, ten guns, Captain Samuel Chew; the *Governor Trumbull*, twenty guns, Captain Samuel Billings; the *Confederacy*, thirty-two guns, Captain Seth Harding; the *Dean*, twenty-nine guns, Captain Elisha Hinman; and the *Putnam*, twenty-nine guns, commanded by Captain John Harmon, and later by Captain Nathaniel Saltonstall.

During the second war with Great Britain, the war of 1812, the port of

New London was blockaded uninterruptedly for nearly two years. The blockade at first had a more or less terrifying effect upon the inhabitants of the town, for they anticipated an attack from the British vessels in the harbor. Had New London been bombarded by the hostile fleet, it must of necessity have suffered another conflagration and consequent demolition. Preparations of defence and removal were effected, and for a time the town was in a state of ferment and anxiety. But it early became apparent that no bombardment was intended, and quiet was soon restored. Commodore Decatur, on the fourth day of December, 1812, sailed into New London Harbor in the frigate *United States*, and in the harbor and the waters of the Thames River he was compelled to remain until the raising of the blockade in February, 1815.

New London was one of a small number of towns that early sought incorporation, and since 1789 has rejoiced in a city charter. Thus it

Picturesque New London.

will be observed that it antedates New York City in the possession of a city government. The growth of the city after the Revolution was reasonably rapid. When Water, or Beach Street, as it was originally named, was filled with hogsheads of whale oil, and the wharves of the merchants were loaded to the point of collapse with that commodity, New London was making money rapidly, and people of all sorts and conditions had their share in the general prosperity. In two buildings adjoining, one on the corner of Bank and State streets, and the other in the Granite Building, on Bank Street, was conducted a clothing, hat, and men's furnishing business, under the firm name of Lyon & Robbins. Many other branches of mercantile trade flourished at that time, and all who were willing to work had little difficulty in securing employment.

New London was not rated as a manufacturing city, yet there were some notable concerns here at what

seems to us an early date. There were such firms as the Wilson Works — located where are now the buildings that make up the great R. T. Palmer Quilt Plant — engaged in the manufacture of a large and far famed variety of brass and iron goods; the Albertson & Douglass Machine Company, located on the site now occupied by the round-house of the Stonington Division of the New York, New Haven and Hartford Railroad; the woolen mill on Water Street — still in existence — a manufacturing jeweler's shop on Jay Street, conducted by the late William Butler; and at one time, located on Fort Neck, was a glass factory. On Fort Neck also, and in the buildings now occupied by the Hopson & Chapin Company, the Naylor Company had its existence.

In 1885 New London began to take on a new form, and during the term of office of the late Mayor Charles Augustus Williams, a new era commenced. The prosperity of the town



SMITH MEMORIAL HOME—MASONIC STREET.

The Smith Memorial Home for Aged, Indigent Ladies who have Resided in New London, was Founded by the Late Seth Smith, who Bequeathed the Greater Part of His Fortune for this Purpose. The Home Possesses Accommodations for Twenty-Five Inmates.

Picturesque New London.

received a fresh impetus, owing principally to a new spirit of enterprise and progressiveness in its citizens and in its municipal government. A Board of Trade was organized, which has accomplished a great deal that has been for the good of the city. Ideas originated by the Board of Trade were sure of respectful consideration by the City

during the past fifteen years under a building impulse that shows no abatement.

Any old resident who has been absent from the city for no more than ten years even will be impressed by the changes it has undergone the moment he alights from the cars or leaves the boat. He must feel progression in the



HOME OF THE THAMES CLUB—284 STATE STREET.

The Thames Club is the Principal Gentlemen's Social Organization in the City. The Officers of the Club are:
C. Royce Boss, President; James R. Lindsley, First Vice-President; F. E. Parker, Second
Vice-President; George T. Brown, Secretary; Edward T. Brown, Treasurer.

Government. The latter body being bound to proceed with due care and deliberation, were, nevertheless, much stimulated by the unauthorized body, and the results have proven mutually beneficial. New and better streets have succeeded the old; splendid school buildings have supplanted those of ancient design. Streets by the score have been opened, and entire sections of the city have grown up

very atmosphere as he views the Parade, with its noble monument to the soldiers and sailors of New London, the park about the monument, the Neptune Building in place of the structure which formerly occupied its site, and the stone pavement in place of the mud or dust of the old street. And throughout the entire city agreeable change and improvement meets the eye.



THE UNION DEPOT—FOOT OF STATE STREET.

Chapter III.

NEW LONDON OF TO-DAY.

ADVANTAGES OF LOCATION AS A PORT AND RAILROAD CENTER—NEW LONDON HARBOR—GENERAL AND LOCAL TRANSPORTATION LINES—REVIVAL OF SHIPBUILDING INTERESTS.

NEW LONDON IS ONE OF THE MOST FORTUNATELY SITUATED CITIES in New England. It is very nearly equi-distant between New York and Boston, and is a railroad center of importance. Its harbor is one of the best in the world, being three miles in length, very wide, and possessing an average depth of about five fathoms. It is admirably sheltered and is an absolutely safe haven for vessels of every draught and description, even in the roughest weather. It never freezes.

The city is located upon the west shore of the harbor, and extends in a northerly direction up the west bank of the River Thames, which for the largest vessels is navigable to Norwich. The population of New London is about twenty thousand, and is steadily increasing.

Its general and local transportation facilities are unsurpassed. The New York, New Haven and Hartford Railroad, and the Central Vermont, which operates the New London and Northern, center in New London, and the city is also reached by various lines of passenger and freight steamers.

ONE OF THE MOST INVIGORATING SAILS from New London in the summer season is to Block Island and Watch Hill, on the fine steamer "Block Island" of the NEW LONDON STEAMBOAT COMPANY. A visit to either of these famous resorts is sure to prove a delight to the seeker after recreation.

New London itself is one of the most delightful of summer resorts, and is easily accessible from all points reached by the Central Vermont and

Picturesque New London.

New York, New Haven and Hartford railroads and the Norwich Line of steamers and connections, and the steamer "Block Island."

Watch Hill is a charming and bracing summer retreat. Situated on a bluff overlooking the sea, it has the full benefit of the pure air of the ocean. The view is grand and varied. The hotels are very fine indeed, and in their cuisine and appointments they excel.

Block Island is a beautiful breeze-swept island fifteen miles from the

MacKenzie: General Passenger Agent, J. A. Southard,

Several steamboat lines operate between New London and the various points of interest and commerce upon the harbor, sound and river. The steamer "Munnatawket," of the Fisher's Island Navigation Company, has its wharf at the foot of State Street; it runs between New London and Fisher's Island. The "Manhanset," of the New London and Long Island Steamboat Company, plies between New London, Greenport, and Sag Harbor.

Between New London and New York, operating as freight lines, run the boats of the Norwich and New York Propeller Company, and the "Mohawk" and "Mohegan" of the line controlled by the Central Vermont



STEAMER BLOCK ISLAND,
Of The New London Steamboat Company.

nearest mainland. Its climate is that of the Bermudas; indeed, it has been called "The Bermuda of the North." As a health-imparting summer resort it stands almost without a peer. The hotel accommodations are ample and excellent.

The steamer "Block Island" leaves Norwich and New London for Watch Hill and Block Island every morning during the season, and returns every afternoon.

THE NEW LONDON STEAMBOAT COMPANY was incorporated in 1882. Its officers are: President, A. McVittie, Detroit, Michigan; Treasurer, Robert Coit; General Manager, D.

Railroad. The steamer "Gypsy" runs between Norwich and Fort Griswold, touching at Montville, Gale's Ferry, the "Navy Yard," New London, and Ocean Beach. The Fort Griswold and Pequot houses are easily reached by the "Osprey," which makes several daily trips. New London is brought into convenient access—by the steamboat "Summer Girl"—with Bushy Point, Noank and Mystic. Groton and New London are connected by the ferry-boat "Colonel Ledyard," of the Thames Ferry Company, which makes trips of twenty-minute intervals between the two places throughout the entire year.

Picturesque New London.

THE RAILROAD AND STEAMBOAT LINES governed by the New York, New Haven and Hartford Railroad are numerous and extensive. Of these the Norwich Line of steamboats affords accommodations that are adequate and satisfying. THE NORWICH LINE, by its elegant steamers, the "City of Lowell," and the "City of Worcester,"

and business communities intervening, and points north and east, including Fitchburg, Gardner, Winchendon, Keene, Bellows Falls, Nashua, Manchester, Concord, Rochester, Portland, and points in the Maritime Provinces.

The "City of Lowell" and the "City of Worcester" of this line are con-



VIEW OF NEW LONDON HARBOR ON REGATTA DAY.

Showing the Steamer "City of Worcester," of the Norwich Line.

furnishes ideal means of transportation between New York City and New London, and forms a direct route from New York to the various important points on and reached by the New York, New Haven and Hartford and the Central Vermont railroads from New London. It is also the most convenient water route between New York, New London, and Norwich, connecting by train with Plainfield, Putnam, Webster, Southbridge, Worcester, and the numerous manufacturing

structures of steel; they are fast, commodious, sumptuous in their appointments, and a high standard of service is maintained upon them in every department. They steer by steam, and are lighted by electricity. Their trips between New London and New York are as follows: Steamers leave New London at 11 P. M., and are due at Pier 36, North River, New York, at 7 A. M. Returning, leave Pier 36, foot of Spring Street, at 5.30 P. M. Unless otherwise registered at

Picturesque New London.

the Purser's office, all passengers are called at New London at 7 A. M. Those desiring to be called for early trains from New London should notify the Purser. The fare between New London and New York, via the Norwich Line, is \$1.50; staterooms, \$1.00 and \$2.00 additional, according to location.

An enterprise that will have considerable bearing upon the transportation centering in New London Harbor is that being projected by the THAMES TOW BOAT COMPANY, incorporated in 1865. On the west shore of the Thames River, about one and one-half miles north of the Great Draw-bridge, this Company is establishing two sets of Marine Railways, the larger one being intended to haul out vessels of 250 to 300 feet length of keel, and the smaller one, vessels of about 150 feet length of keel. This yard is intended in the first place for hauling out and making repairs to the company's vessels, tugs and barges, and incidentally, after being established, other business will be solicited. The Company own land enough, unoccupied by the Railways, to do such work as they may think proper from time to time for themselves and others. The principal office of the Company is rear of 240 Bank Street, New London, and branch office, 1 Broadway, New York. The President and Treasurer of The Thames Tow Boat Company is F. H. Chappell.

TWO ELECTRIC TROLLEY ROADS afford the city comfortable and adequate service: The New London, Norwich and Montville street railway line, which runs between Norwich and

New London, and the lines operated by the NEW LONDON STREET RAILWAY COMPANY. The distance from New London to Norwich is about fourteen miles. The running time is one hour. The route is in a northerly direction from New London, via Main and North Main streets and Mohegan Avenue, and extends through a delightful stretch of country. The starting points for the cars of this line are Franklin Square, Norwich, and the Parade, near the corner of State and Bank streets, in New London.

The New London Street Railway Company was incorporated in 1886.

It was chartered as a horse railway. By an amendment to its constitution the use of electricity as a motor power was applied in 1893. The service rendered the public by its lines is reliable and efficient. Its cars are of the modern vestibuled type, easy-riding and com-



STEAMER "GYPSY."
Captain Avery C. Smith.

fortable. Open cars are used as early in the summer and as late in the autumn as is consistent with health and safety.

Two belts, or loops, represent the routes traversed by the cars in the central and upper sections of the city. One of these is from the Parade, via Williams, State and Broad streets to the starting point. This is one portion of the route of the Montauk Avenue and Post Hill line. The other, the course of the Washington Street and Lewis Lane car, is from the Parade to Lewis Lane via State and Broad streets. The direction taken by the cars of these lines alternate, and the alternate trip of the Washington Street and Lewis Lane car is through State, Washington, Truman

Picturesque New London.

and Blackhall streets. The portion of the city adjacent to Bank Street, Lower Bank Street and Montauk Avenue is accommodated by the Montauk Avenue line. On this line the cars run from the Parade, via Bank Street and Montauk Avenue, to the corner of Montauk Avenue and the Lower Boulevard in winter, and in the summer season—from June to October—to Ocean Beach.

The New London Street Railway is well managed, and its corps of conductors and motormen are considerably above the average in point of efficiency, courtesy, and neatness of personal appearance. Its transfer system is convenient. One may secure a transfer check from either distinct line to the other. The transfer point is the Parade, near the Union Bank.

Owing to the carefulness of its employees, and the capability of its management, it possesses a record singularly free from accidents and untoward features. The officers of the Company are: President and Secretary, Walter Learned; Treasurer, W. A. Tucker, of Tucker and Anthony, Boston; Superintendent, Lorenzo Bentley. Directors: Walter Learned, W. A. Tucker, John F. Perry, Billings Learned, James Hislop, and H. C. Learned.

SHIPEBUILDING, IN THE CLOSING YEARS OF THE EIGHTEENTH CENTURY and in the early part of the nineteenth, was reckoned one of the important industries of

PLANT AND YARD OF THE EASTERN SHIPBUILDING COMPANY,

New London (Groton), Connecticut.



Picturesque New London.

New London. But of late it has not entered conspicuously into the business life of the city, although it has been carried on in a more or less desultory manner.

The recent establishment, however, of the EASTERN SHIPBUILDING COMPANY'S PLANT on the Groton side of the harbor, marks for this section a new era in marine architecture. The location chosen by this Company could not be more admirably suited to its requirements. The great and uniform depth of the harbor affords excellent docking and launching facilities, and the large area of the yards every opportunity for ship construction on an immense scale. The ground of the shipyard, too, is ideal for the purpose, being firm and solid. The railroad facilities are adequate, and the situation, while sufficiently close to the Metropolis, is yet far enough distant to eliminate its detrimental features. The land adjacent to the shipyard is elevated, and affords healthful places and opportunity of abode for many of the Company's employes.

The workshops are located close to the water front; and near them, but further inland, are the executive offices and draughting rooms, where the great ships are all planned out on paper before the work of actual construction is commenced.

Invested in this vast enterprise are about half a million dollars. This amount will be steadily increased as the business of the plant progresses.

The scope of operations contemplated by the Eastern Shipbuilding Company is second to that of no concern of like nature in the world. It will contract for and build all classes of merchant and war vessels, of whatever magnitude and complexity of specifications. No vessel that can be floated will be too large for the plant to handle expeditiously and well. Contracts for all grades of craft will receive attention, from the finest of steam yachts and high class, speedy

passenger vessels, to tramp steamers and barges.

Two sets of building ways are already constructed, 700 feet in length, and capable of accommodating ships of 80 foot beam. The keels are laid for two vessels that, when completed, will be the largest in the world, and will have a displacement of 33,000 tons each. They are being built for the Great Northern Steamship Company.

The Eastern Shipbuilding Company was incorporated in March, 1900, and commenced active operations on the construction of its plant the latter part of the April following. For four months previous the Company occupied offices in the Neptune Building, where the work of draughting the ships was begun.

In April, 1900, A. O. Goddard, the New London builder, was given the contract for the erection of the Company's buildings on the Groton side. The three largest of these were completed in July. The structure containing the joiner shop and mold loft is 250 feet long, by 70 feet in width. It is two stories in height. In the basement are the office of the yard superintendent, and a carpenter shop. The pipe, machine, and sheet iron workers' shops cover ground space 170 feet in length, by 60 feet wide. The shipyard plate shop is 240 feet long, by 80 feet in width. The boiler house and blacksmith shop occupy a large brick building, from the west side of which, onto an extensive cast iron bending floor, emerge the plate and angle furnaces.

The various shops are equipped with the best and most modern appurtenances known to the art of shipbuilding.

The President and General Manager of the Eastern Shipbuilding Company is Charles R. Hanseom; Treasurer, John Sherman Hoyt; Naval Architect and Engineer, William A. Fairburn.



WILLIAMS MEMORIAL INSTITUTE—BROAD STREET.

HIGH SCHOOL FOR GIRLS.

This School Was Founded and Endowed by the Late Mrs. Harriet P. Williams, a Resident of Norwich, Connecticut, in Memoriam of Her Son, Thomas W. Williams, a Prominent Citizen of New London, Who Died in 1855. The Building Occupies the Lot on Which He Was Contemplating Erecting a Private Residence. The Principal of the Institute is Colin S. Buel, A. M. Teachers: Mary Jane Turner, Mary F. Crofton, Marietta Jackson, A. B., Madeline P. Freeman, A. B., Mary E. Smith, and Alpha W. Barlow.

Chapter III.

NEW LONDON OF TO-DAY.

NEW LONDON'S FIRST EDUCATIONAL BEQUEST—MORE RECENT ENDOWMENTS—BRIEF SKETCH OF THE PUBLIC SCHOOL SYSTEM OF TO-DAY—ITS EFFICACY AND EVOLUTION—INTRODUCTION OF NEW AND BENEFICIAL FEATURES—MODERN SCHOOL BUILDINGS—SPECIAL INCENTIVES TO PUPILS—THE CHURCHES OF A COMMUNITY INDICATIVE OF ITS MORAL TONE—OUTLINE OF THE HISTORY OF THE OLDEST RELIGIOUS SOCIETY IN THE CITY—REFERENCE TO OTHER CHURCHES AND SACRED ORGANIZATIONS—SOME EMINENT DIVINES WHO HAVE BEEN IDENTIFIED WITH NEW LONDON—PORTRAITS OF THE PRESENT PASTORS—THE CITY'S FINE CHURCH EDIFICES.

THOUGHTFULLY regarded, the growth of our country in the comparatively short time that has intervened since its independence was acknowledged, seems almost phenomenal. In less than a century and a half, from a dependent English colony on American soil, has evolved a re-

public which stands to-day among the greatest of the earth's great powers.

In the evolution of her institutions, both civic and military, the nation has forged ahead with rapid strides. Particular attention has been paid to education. The public schools of the United States are admittedly progres-

Picturesque New London.

sive in thoroughness and efficacy of method: and in the erection of school buildings, labor and expense are of secondary consideration when weighed in the balance with good sanitation, ventilation, convenience, and modernness of arrangement and architecture.

In matters educational New London is but a type of the average American city. Yet even where all are good, some must excel, and the assertion

died in 1673, left a verbal will stipulating that his entire property should be devoted to the cause of public education. The first school to bear his name was the Bartlett Grammar School, so called until 1855, when it became the Bartlett High School. The present Robert Bartlett School on Broad Street, is so named in honor of that pioneer in the endowment of American educational institutions.



BULKELEY HIGH SCHOOL—HUNTINGTON STREET, BETWEEN RICHARDS
STREET AND BULKELEY PLACE.

HIGH SCHOOL FOR BOYS.

The Bulkeley High School Was Founded and Endowed by the Late Leonard H. Bulkeley, Who Died in 1849, and Left the Greater Portion of His Estate for that Purpose. Principal, Walter A. Towne, A. M. Teachers: Eugene B. Lawrence, A. B., Robert T. Elliot, and Hervey F. Houghton, A. B.

that New London's public school system possesses extraordinary merit, and that many of her school buildings are peculiarly well adapted to the purpose which they serve, is well sustained and warrantable. The New London (then Nameaug) of more than two centuries ago appears in some measure to have had at heart the scholastic interests of the community. And it is on record that one Robert Bartlett, a resident of the town who

With this early evidence of public spirit to emulate, it is then no marvel that New London numbers education among her many excellent qualities.

The public schools of the city are eight in number. The Nathan Hale Grammar School, the Winthrop, the Robert Bartlett, the Coit Street, the Nameaug, and the Harbor School are under the jurisdiction of the municipal Board of Education. The Bulkeley High



NATHAN HALE GRAMMAR SCHOOL—WILLIAMS STREET, NEAR WALLER.

The Principal of the Nathan Hale Grammar School is Charles B. Jennings, A. M., Acting School Visitor of New London.
The Teachers are: Grade Eight, Teresa C. Crofton, Minnie G. Harris, and Minnie E. L. Caulkins.
Grade Seven, Nettie J. Bishop, Irene P. Bindloss, and Adelina S. Povey.



WINTHROP SCHOOL, INTERMEDIATE AND PRIMARY—NEAR YE OLDE TOWNE MILL.

Helen Bingham, Principal. Grade Six. Teachers: Grade Five, Alice L. Baker and Minnie G. Barker. Grade Four, Elizabeth F. Stark and Anna M. Crofton. Grade Three, Franc E. Barker and Louise R. Jeffery. Grade Two, Frances M. Shea and Anna M. Hewitt. Grade One, Gertrude Dakin, Gertrude S. MacNear, Pearl M. Rowland, and Clara Firth.

Picturesque New London.



ROBERT BARTLETT SCHOOL—BROAD STREET, NEAR CENTER.
INTERMEDIATE AND PRIMARY.

Maria F. Starr, Principal, Grade Six. Teachers: Grade Six, Mary E. Butler. Grade Five, Anna H. Ducy and Helen M. Champion. Grade Four, Charlotte P. Comstock and Susan P. Boss. Grade Three, Nellie P. Fuller and Ethel A. Kellogg. Grade Two, Julia A. Filch and Agnes F. Allen. Grade One, Ruth May Jennings and Ethel A. Clark. Kindergarten, Grace H. Bowers and Mabel E. Greene.

School for Boys and the Williams Memorial Institute—the latter a high school for girls—are especially endowed institutions, whose affairs are managed by trustees and corporators.

In addition to the principals of the different schools, and the special instructors in music, drawing, physical and voice culture, there are 84 regular and four substitute teachers engaged in teaching the youth of New London. The principal of the Bulkeley High School is Walter A. Towne, A. M.; of the Williams Memorial Institute, Colin S. Buell, A. M.; and of the Nathan Hale Grammar School, Charles B. Jennings, A. M. The principals of the minor grades are as follows: Winthrop School, Helen Bingham; Robert Bartlett School, Maria F. Starr; Coit Street School, Teresa A. Brown; Nameang School, Josephine S. Rice; Harbor School, Frances E. Strickland. The special

instructors are: Music, James A. VanKuren; drawing and sloyd—wood carving—Martha W. Stearns; physical and voice culture, M. Isaphene Ives. Free kindergartens have recently been introduced into the Robert Bartlett, the Coit Street, and the Harbor schools.

The Bulkeley High School for Boys is a fine stone building of generous and substantial architecture. It was erected in 1871 at a cost of about \$40,000. Its founder, Leonard H. Bulkeley, was born in New London in 1791. He died in 1849 and devised the greater portion of his property for the founding and maintenance of a free high school for boys, to be called the Bulkeley School. The fund at the time of the death of the legator was about \$21,000, which was allowed to accumulate until 1871, when it had increased to the very considerable sum of \$70,000, a sufficient amount



REV. WALTER S. McINTYRE,
Pastor Federal Street Methodist Episcopal Church.



REV. ALFRED POOLE GRINT, PH. D.
Rector St. James Episcopal Church.



REV. THOMAS P. JOYNT,
Pastor St. Mary's Roman Catholic Church.



REV. S. LEROY BLAKE, D. D.,
Pastor First Church of Christ.

Picturesque New London.

to warrant carrying into active effect the wishes of the testator. There have been two additional legacies, one from the estate of the late Asa Otis of \$10,000, and one of \$5,000 from that of the late Henry P. Haven. Through the generosity of Hon. George F. Tinker of New London, an assembly room and completely appointed laboratories were added to the building in 1899. Mr. Tinker contributed a fund of more than \$11,000 for the purpose. The Board of Trustees of the Bulkeley School is comprised of the following gentlemen: President, Nathaniel S. Perkins; Secretary, Tracy Waller; Treasurer, Hon. William Belcher; J. Lawrence Chew and Charles B. Graves.

The Williams Memorial Institute is another monument to the noble spirit of generosity and the desire to materially assist in furthering the cause of education. It is an imposing structure of rough stone, with brown-stone trimmings, its style of architecture is pleasing, and by reason of this and its commanding site, it forms one of the conspicuous landmarks of New London. The cost of construction was about \$85,000. The late Mrs. Harriet P. Williams, of Norwich, Connecticut, the founder and endower of the Institute, caused it to be erected in memoriam of her son, the late Thomas W. Williams, who was a prominent citizen of New London. The intent of the endowment fund is to provide a course

of free high school training for girls residing in the city and adjacent townships. This privilege is not restricted to permanent residents; those of temporary residence within the prescribed territory may enjoy the full benefits of the institution. The President of the Endowment Fund is Mr. B. P. Learned; the Corporators are H. R. Bond, Charles Barns, Augustus Brandegee, Billings P. Learned, Thomas W. Williams, Frank L. Palmer, and William Williams.

While the progress shown by the public schools of New London has ever been along the lines of distinct evolution, the results of the past decade are especially gratifying, gratifying to the public, to the Board of Education, to the principals and teachers, to the parents of children, and, as they have outgrown their school days and assumed their respective positions in the busy life of the world, of gratifi-



REV. JOHN F. TUCKER,
Minister Unitarian Society.

cation to the pupils themselves. Possibly it is but coincident that these ten years of good work have been passed under one Acting School Visitor. Yet, without favor and without adulation, it seems incumbent upon us to note the zeal and efficiency of Charles B. Jennings, A. M.; the hearty co-operation, too, of the School Board, and the earnest faithfulness of the teachers under his charge is to be commended. And therein lies the admirableness of it all, for it is this co-effort, this "team-work," as it were, that is

Picturesque New London.

largely responsible for the laudable outcome.

Since 1890 the attendance of pupils at the public schools has increased nearly 800. Ten years ago there were but 47 teachers; now the number employed is nearly double that figure. Several new and valuable features have been inaugurated, two of which (so far as concerned their introduction into public schools), originated in New London. The Ling system of physical culture, and the method of interestingly illustrating lessons in geography by the use of the stereopticon, are innovations of especial worth and agreeableness. Kindergarten work also, that incomparable method devised by a great philosopher who could appreciate the value of rightly teaching little children how to think while at play, and without weariness to their unformed minds, has gained a firm foothold in the schools of New London. The grow-



REV. JAMES W. BIXLER,
Pastor Second Congregational Church.



REV. JOSEPH P. BROWN,
Pastor of Second Baptist Church of New London
From 1871 to 1877.

ing popularity of the kindergarten — or child garden — among those who once considered it frivolity, but who now realize its great importance in the earliest training of the mind, is a sign positive of the educational progression of the age.

The Nathan Hale Orchestra, composed of past and present mem- bers of the Nathan Hale Grammar School, is an organization which has been accorded considerable notice and flattering attention. Its effect is beneficial, and it is well calculated to stimulate by example. A system, too, productive of very salutary results is that of prize giving for excellence attained in the various branches of school work. The prize in English, a \$5 gold piece, offered several years ago by the late Hon. C. A. Williams, is continued by his daughter, Miss Mary Williams. A perpetual annual prize of \$5 for excellency in penmanship has been

Picturesque New London.

offered by a former graduate of the Nathan Hale Grammar School, Mr. Leroy P. Harwood. Mr. Herbert Crandall has proffered a prize of like amount for the best example of book-keeping. The Benjamin Armstrong prize of \$10 for pre-eminence in general scholarship, and one of \$5 for superiority in reading, recently conferred by Rev. J. W. Bixler, completes the list. That the award of such

very practical rewards of merit is productive of superlative effort, who can doubt? The Board of Education consists of John G. Stanton, M.D., President; P. Hall Shurts, Secretary; Frank E. Barker, Treasurer; M. Wilson Dart, Mayor, *ex-officio*; Harold H. Hyer, M. D.; Charles J. Hewitt, Colin S. Buell, Henry P. Bullard, Frederick S. Newcomb, and Arthur Eggleston. The Acting School Visitor is Charles B. Jennings, A. M., Principal of the Nathan Hale Grammar School.

In addition to her public schools, the city has the New London Business College, R. A. Bru-

beek, President, and several private schools. The beneficial influence exerted by such institutions is generally recognized, and when the various opportunities for learning possessed by New London are considered, there remains small room for wonder at the position it occupies among cities noted for excellence of their educational advantages.

REV. JOSEPH A. ELDER,
Pastor Huntington Street Baptist Church.



REV. FRANKLIN G. McKEEVER,
Pastor First Baptist Church.

40

NUMBER OF CHURCH EDIFICES of a community are in great degree indicative of its religious and moral tone. The churches of New London are many, and in the variety of their architectural style, and in the dates of their organization, denote the early attention paid to religion by the town, and its subsequent rapid growth.

Approaching the city through the waters of the harbor, the observant stranger is sure to be impressed by the towering spires of several of its more modern temples of worship. And after a tour of inspection about its streets he may vouchsafe

Picturesque New London.



FIRST CHURCH OF CHRIST—CORNER STATE AND UNION STREETS.

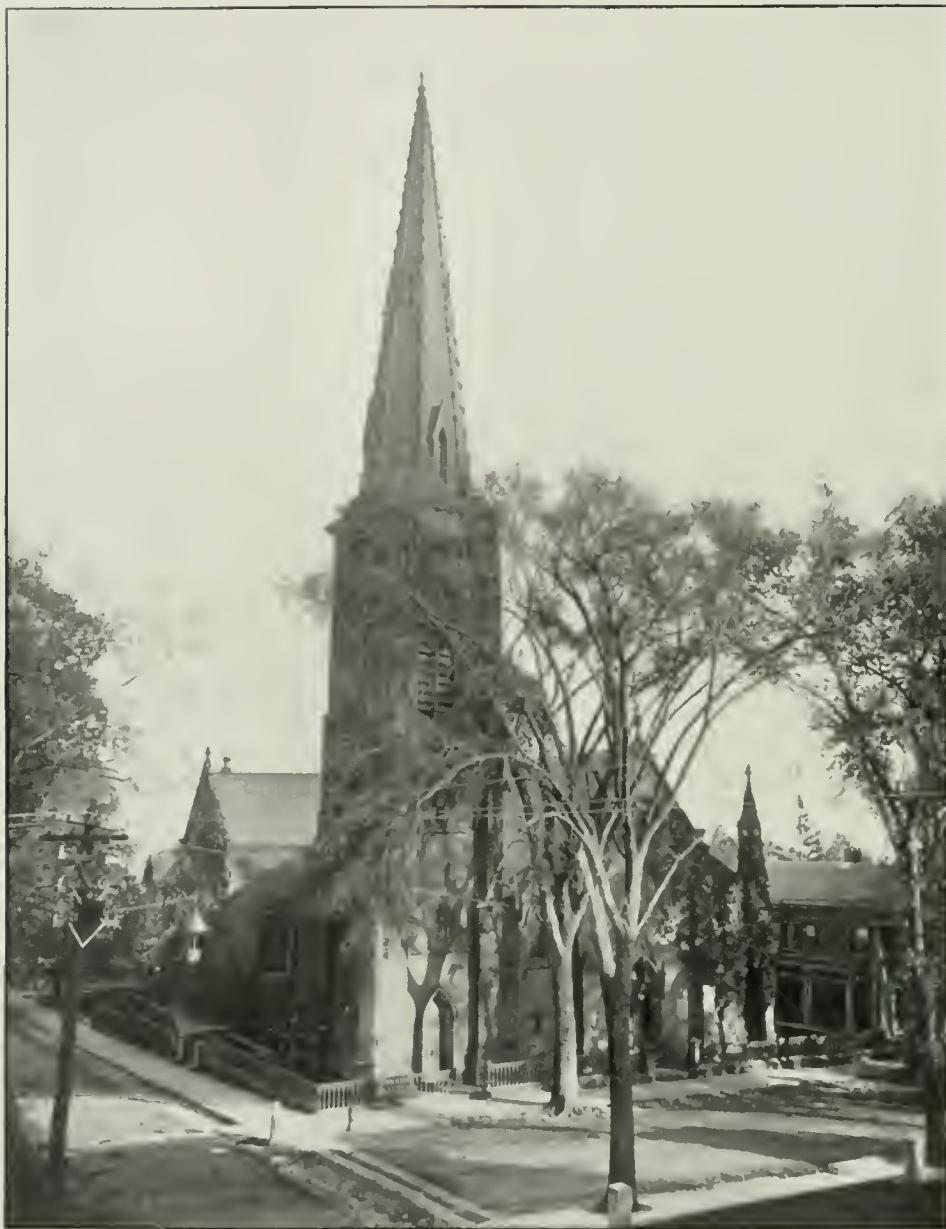
The First Church of Christ is Congregational in Denomination, and is the Oldest Religious Society in the City. Organized in Gloucester, Massachusetts, in 1642, Removed to New London in 1651. The Present House of Worship was First Used in 1851. Sunday Services: Preaching at 10.45 A. M.; Sunday School at 12.15; Meeting of the Junior Endeavor Society at 3.30 P. M.; Young People's Society of Christian Endeavor Meeting at 6.15 P. M.; Preaching at 7.30. Weekly Meeting, Friday Evening at 7.30 o'clock. Pastor, Rev. S. Leroy Blake, D. D.

expression to the thought that New London should be a good town; and so it should, if an abundance of churches is to be regarded as a criterion.

Some of the church organizations are of exceeding early origin. The

First Church of Christ (Congregational) is the oldest. Its inception is directly attributable to the Puritan desire for freedom of worship, that fundamental principle from which sprang the very being and existence

Picturesque New London.



ST. JAMES EPISCOPAL CHURCH—HUNTINGTON STREET.

Organized in 1725. First Church Completed in 1732: the Second Consecrated 1787; the Third and Present Edifice was Consecrated June 11th, 1850. Rector, Rev. Alfred Poole Grint. Sunday Services: 8 A. M., Holy Communion: 10.45 A. M., Preaching: 12.30, Sunday School: 7.30. Evening Service. Holy Day Services at 10 A. M. Friday Morning Service, 10 o'clock.

of our nation. This society was organized in Gloucester, Massachusetts, in 1642, and removed to New London under the guidance of its first pastor,

Richard Blinman, in 1651. Its first place of worship in New London was in a large barn which stood on what is now Hempstead Street, near the south

Picturesque New London.



FEDERAL STREET METHODIST EPISCOPAL CHURCH—FEDERAL STREET,
NEAR UNION.

Organized 1793. Present Edifice Erected in 1855. Pastor, Rev. Walter S. McIntyre. Public Services: Sunday, 10.45 A. M. and 7.30 P. M., Public Service with Sermon; 12.15 P. M., Bible School; 4.30 P. M., Junior League Meeting; 6 P. M., Meeting of the Epworth League. Wednesday Evening, at 7.30 P. M., Midweek Service of Prayer, Song, and Testimony: Friday Evening, Class Meeting.

corner of Granite. We of to-day little realize what the privilege of worship in their accepted belief meant to those God-loving pioneers: their religion was their life. Those residing at a distance were glad of the oppor-

tunity to rise early and walk miles, even, to hear the Word of God freely expounded. The members of the settlement within hearing distance of the meeting-house were called to service by beat of drum. Few of the

Picturesque New London.



FIRST BAPTIST CHURCH—STATE STREET, CORNER OF WASHINGTON.

Pastor, Rev. Franklin G. McKeever. Church Organized in 1804. Present Building Dedicated March 13, 1856. Society Incorporated in 1885. Services as follows: Sunday, 10.45 A. M., Morning Worship; 12 M., Sunday School; 3.15 P. M., Junior Christian Endeavor Meeting; 6.15 P. M., Christian Endeavor Meeting; 7.30 P. M., Evening Worship. Week Day Meeting, Friday Evening.

settlers possessed horses: those who did would on Sabbath days share the blessing with others less fortunate than they, after the unique method known as "the ride and tie system." The goodman would mount and set out for the meeting-house with his wife and perchance another member of the family "up behind." After having accomplished, perhaps, half the journey, they would dismount and tie the animal by the roadside for the benefit of some other worshiper, foot-weary and belated. But even

the luxury of this method of church going was far from universally enjoyed.

Parson Blinman's flock continued to worship in the old barn until 1655, when it removed to a meeting-house of its own, located on the site now occupied by the Bulkeley High School. Three years were consumed in building this church, which was commenced in 1652. There were no regular craftsmen, and the inhabitants were obliged to take turns in carrying forward the work of con-

Picturesque New London.

struction, which progressed slowly in consequence of the press of individual duties. On the north side of this meeting-house was the lot reserved for burial purposes. A town ordinance of 1653 decreed that it should never be disturbed, and it is today known as "The Towne's Antientest Buriall Ground," and is the oldest graveyard in New London County. One Cumstock was sexton of the first meeting-house, as this old record shows: "Old Goodman Cumstock is chosen sexton, whose work is to order youth in the meeting-house, sweep the meeting-house, and beat out dogs, for which he is to have 40 shillings a year: he is also to make all graves: for a man or woman he is to have 4

shillings, for children 2 shillings a grave, to be paid by survivors."

Three subsequent edifices occupied the same site on Bulkeley Square. The present elegant structure opposite the Post Office was first used in 1851. Located on an eminence, which lends additional height to its lofty spire, constructed of gray granite, and on a generous scale, it is one of the finest examples of church architecture in the State.

The history of the occupation of the pastorate of the society is as follows: Its first Pastor—and until 1658—Richard Blinman: 1661 to 1665, Gershom Bulkeley: then Simon Bradstreet, who died in office in 1683, and during whose occupancy of the



SECOND CONGREGATIONAL CHURCH—BROAD, HEMPSTEAD AND FEDERAL STREETS.

The Pastor of the Second Congregational Church is Rev. James W. Bixler. The Church Dates Its Organization From April 1835. Services as Follows: Sunday, 10.45 A. M., Preaching by the Pastor; Sunday School at 12 M.; 3.30 P. M., Meeting of the Junior Society of Young People's Christian Endeavor; at 6.30 P. M., Meeting of the Endeavor Society Proper; 7.30 P. M., Regular Sunday Evening Service; Friday Evening Meeting at 7.30.

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pastorate it was that the famous sect known as "Rogerenes" was in evidence. Gurdon Saltonstall was the next Pastor, from 1691 to 1708, when he was elected Governor of the State. Then in 1709 Eliphalet Adams, whose work in connection with the church was terminated by death in 1753. In 1757 the Rev. Mather Byles, Jr., was called to fill the pulpit, his term of

duty. Dr. McEwen died September 7th, 1860, at the venerable age of 80 years. This was his only parish, as he came to New London immediately after having completed his theological studies. Dr. Field was Pastor until 1876, and was followed by Rev. Edward W. Brown, under whose jurisdiction the church remained until the autumn of 1886. In the spring of



ST. MARY'S STAR OF THE SEA ROMAN CATHOLIC CHURCH,
HUNTINGTON STREET.

The First House of Worship Occupied by This Church was a Small Chapel, Erected by the Society in 1843. It Then
Worshipped in a Larger Church, St. Patrick's, on Truman Street, Which Was Consecrated in March, 1855.

The Structure Shown in the Engraving Was Dedicated in May, 1876. Services: Sunday Masses
at 8, 9.15, and 10.30 A. M.; Vespers at 3 P. M. Week Day Masses Every Morning at 8 o'clock.
Pastor, Rev. Thomas P. Joyn; Assistants, Rev. David O'Donnell, and Rev. John F. Quinn.

service extending to 1768. The next Pastor was Ephraim Woodbridge, who officiated until his death, which occurred in 1776. There was then an interim of eleven years, in which the pastorate was vacant, after which Henry Channing was Pastor—1787 until 1806—when Rev. Dr. Abel McEwen, D. D., was installed. Dr. McEwen's pastorate was of remarkable duration. In 1856 Rev. Thomas P. Field was chosen as his Associate Pastor, and he was released from active

1887 the present Pastor, Rev. S. Leroy Blake, D. D., accepted a call to the church. The Deacons are Jesse H. Wilcox, George E. Starr, Henry Lutler, William Belcher, Charles W. Chapin, and Pliny M. Harwood. The Superintendent of the Sunday School is George F. Tinker. Bethany Chapel, located on lower Bank Street, is an auxiliary to the church. Its services are Sabbath School at 9 A. M., and a Sunday evening meeting at 7.30 o'clock.

Picturesque New London.

The Second Congregational Church of New London was organized in April, 1835. Its inauguration was the result of a colonizing from the First Church of Christ. The first meeting house was a white wooden building with square belfry and front porticoes. Its cost was about \$12,000. It occupied the southwest corner of Huntington and Jay streets, and

is built of rough granite, and is one of the finest buildings in the city; its architecture is unique, and it presents a most substantial and solid appearance. In size it is commodious and generous. It occupies a conspicuous position on the crest of the hill opposite the Park, on Broad Street. The present Pastor of the church is Rev. James W. Bixler, who commenced his



HUNTINGTON STREET BAPTIST CHURCH—HUNTINGTON STREET,
NEAR JAY.

The Huntington Street Baptist Church was Organized in 1849. Pastor, Rev. Joseph A. Elder. Sunday Services: 10.45 A. M., Preaching by the Pastor; Meeting of the Young People's Society of Christian Endeavor at 6 P. M.: Evening Meeting at 7.30 o'clock. Prayer Meetings on Wednesday and Saturday Evenings.

was dedicated in April, 1835. On March 13th, 1868, it was burned to the ground, and that soon after the expenditure upon it of \$10,000 for repairs. The corner stone of the present structure was laid in October, 1868. The edifice was completed and dedicated in June, 1870. Its entire cost was more than \$140,000. It

pastorate in October, 1891. The Deacons are William H. Chapman, Newton Fuller, Francis N. Braman, and P. Hall Shurts.

In 1897 a new parsonage was erected at No. 5 Broad Street by Mrs. Martha S. Harris, in memory of her late husband, Hon. Jonathan Newton Harris, who was a deacon of the church. It

Picturesque New London.

is a fine residence of Pompeian brick, and forms a fitting memorial to Mr. Harris —whose beneficence was widespread besides being an ornament to the city.

The Society of the St. James Episcopal Church was organized in 1725. Its first church building was erected in 1732, on the Parade, foot of State Street. It was burned by Benedict Arnold on the 5th of September, 1781. In 1787 the next house of worship was constructed; it stood on Main Street, at the corner of Church, and served the Society until 1850. The present edifice, located at the corner of Huntington and Federal Streets, was consecrated in June, 1850. It is a fine brown-stone building of ornate architecture, with minarets and a lofty spire.

The St. James Episcopal Church in New London has numbered among its pastors such eminent divines as Rev. James McSparren, D. D., and the Rt. Rev. Samuel Seabury, D. D., one-time Bishop of Connecticut and Rhode Island. Beneath the shelter of the north wall of St. James Church is a stone tablet to his memory, which records that beneath it his body once rested for a time, and that he was a man of good deeds and many sacrifices.

The Rector of St. James Church is Rev. Alfred Poole Grint, Ph. D.; Senior Warden, Thomas P. Bindloss; Junior Warden, John McGinley; Vestrymen, Elisha L. Palmer, Daniel J. McAdams, Charles H. Goss, Fitch D. Crandall, Charles B. Ware, W. F. M. Rogers, and A. C. Woodruff.

The First Baptist Church of New London was organized in 1804, by a colony from the Baptist Church of Waterford. It was incorporated in 1885. The first meeting-house was erected in 1806, on Pearl Street, near Union. Prior to that time services were held in the Court House. The present structure, a fine brick building with two towers of unequal height, is located at the corner of State and

Washington streets. It was dedicated March 13th, 1856. The Pastor is Rev. Franklin G. McKeever; Deacons, James Newcomb, Leonard F. Lester, Charles A. Benjamin, Hiram Holdridge, Joseph Starr, and H. D. Stanton.

The Second Baptist Church, Union Street, opposite Golden, was organized in 1840. Its pastorate is at present unoccupied.

The Huntington Street Baptist Church, located on Huntington Street, near Jay, dates its organization from March 12th, 1849. The building occupied by the Society is a commodious one, fashioned somewhat after the Colonial style, with large pillars and a broad portico. Within the past year it has undergone important repairs, at an outlay of about \$1,200. The Pastor is Rev. Joseph A. Elder; Deacons, J. Coleman Williams, Herbert L. Avery, George Crandall, William E. Greene, John Winslow, Henry B. Dwyer, and Charles F. Potter.

The Shiloh Baptist Church (colored) on High Street, has been in existence since 1894. Its Pastor is Rev. T. L. Crocker; Deacon, A. Moseley.

Methodism was introduced into New London September 2nd, 1789, by a sermon preached by Rev. Jesse Lee at the Court House. In October, 1793, the first Methodist class was formed. In 1798 the first Methodist Episcopal Church was erected on the northwest corner of Union and Methodist streets. In 1855 the building now in use on Federal Street was constructed. It is a large and creditable edifice, and has just been repaired and completely renovated at an expense of about \$4,200. The present parsonage, 67 Hempstead Street, was purchased by the Ladies' Aid Society in 1882. The Pastor of the Federal Street Methodist Episcopal Church is Rev. Walter S. McIntyre; Trustees, F. E. Barker, D. E. Whiton,

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B. F. Starr, H. F. Rogers, J. A. Southard, J. H. Root, H. B. Smith, George H. Holmes, and G. A. Edgerton.

The home of St. Mary's Star of the Sea Roman Catholic Church is an elegant and ample granite structure, located on Huntington Street, near Washington. It was completed in 1876, to replace St. Patrick's Church, on Truman Street, which had become

Church is Rev. Thomas P. Joynt. The Assistant Pastors are Rev. David O'Donnell and Rev. John F. Quinn.

The Unitarian Society. Minister, Rev. John Foster Tucker: President, George P. Fenner, conducts a service of preaching every Sunday evening at 7.30 o'clock in Lyric Hall, No. 241 State Street.

In addition to New London's active churches, whose pastorates are regu-



HOME OF THE YOUNG MEN'S CHRISTIAN ASSOCIATION—STATE STREET.

The Young Men's Christian Association in New London Was Organized in 1867. In the Rear of the Building Shown in the Accompanying Illustration is the Gymnasium, a Fine Brick Structure, the Gift to the Association of Hon. George F. Tinker. It is Well Equipped With Gymnasium Apparatus, and By Reason of Its Size and Arrangement Forms an Excellent Place in Which to Hold Socials and Entertainments. The President of the Association is Hon. George F. Tinker: Vice-Presidents, A. C. Woodruff, H. D. Stanton, and George C. Strong; Secretary, P. Leroy Harwood: General Secretary, Richard W. Mansfield: Treasurer, Frank E. Barker.

inadequate to the demand made upon it by the increasing congregation. Just south of the church is the house occupied by the Pastor and his assistants; on its northern side is the fine brick building of the Sisters of Mercy. At the west of the latter institution is the school building of the parish, a modern structure of commodious design. The Pastor of St. Mary's

larly supplied, are several church and religious bodies. The People's Christian Church, the Central Mission School, the Bradley Street Mission, the Young Men's Christian Association, and others, are local organizations whose efforts along the lines of Christian work are productive of much that is for the common good and welfare of the city.



VIEW AT CORNER OF BROAD AND HUNTINGTON STREETS.

Showing the Public Library, the Court House—Erected in 1784, soon after the Burning of the Town by Arnold—and the Firemen's Monument, the Gift of Sebastian D. Lawrence.



NEW LONDON POST OFFICE—STATE STREET, CORNER UNION.

Postmaster, John McGinley; Assistant Postmaster, Franklin W. Dow.

Chapter IV.

NEW LONDON OF TO-DAY.

FINANCIAL INSTITUTIONS—SAVINGS AND NATIONAL BANKS—BANKERS AND BROKERS—POSTAL, TELEGRAPH AND TELEPHONE FACILITIES.

UPON ITS FINANCIAL INSTITUTIONS a city or town depends largely for much of its prosperity, growth, and desirability as a business or manufacturing center. The healthy condition of its financial organizations, and its adequate banking facilities are frequently demonstrative of the general prosperity and business status.

In her banks and other monetary institutions, New London, the banking center of the adjacent towns and countrysides, is particularly fortunate. Her bank officers are in most instances representatives of the first and best known New London families. The facilities offered the various business concerns and manufacturing industries are extensive, and the accommodations

and privileges as liberal as is compatible with consistent banking. The bank buildings are of either stone or brick, substantial and secure; and their vaults are strong, impervious to fire, and supplied with modern appliances for convenience and absolute security. Their boards of directors are composed of business men and manufacturers who have at heart the city's best interests of business prosperity, enterprise and progression; men who stand ready to serve the reliable firms of the present, and to further the establishment of future reputable and wide awake concerns.

The history of New London's banks, as compared with those of other cities, is unique. New London was among

Picturesque New London.

the first six cities in the country to number a banking house among their other business enterprises. With the birth of the whaling industry as a prominent factor in the city's business life, came the necessity of financially assisting many of the whaling agents and captains. Then to the fore came the banks of New London, and the wisdom of extending such assistance, and the great benefit it has been to the community, is attested by the importance to which the city attained as a whaling port, and by the wealth and consequent prosperity brought into it by those engaged in the industry.

While none of the banks of the city are of more recent origin than 1867, the Union Bank, and the New London City National Bank, are the two oldest. The Union Bank, with a like institution in Hartford and New Haven, chartered at the same session of the Legislature, is the oldest in the State. It is credited, however, with having secured possession of its charter somewhat earlier than either the Hartford or New Haven Bank. Its first President was Jedediah Huntington; its first Cashier, John Hallam.

The New London City National, next in point of age, was incorporated in May, 1807. Its first President was Elias Perkins; first Cashier, Anthony Thatcher. Then followed the Savings Bank of New London, which dates its existence from 1827, with Ezra Chappell its first President; the National Whaling Bank, 1833, with Coddington Billings President, and Peter C. Turner Cashier; the National Bank of Commerce, September, 1852, first President Acors Barns, first Cashier, Charles Butler, present President, Charles Barns, present Cashier, George B. Prest; and in 1867, the Mariners' Savings Bank of New London, first President, Captain Daniel Latham, first and present Treasurer, John E. Darrow.

The Connecticut Building and Loan Association, of Hartford, the Co-

operative Building Bank, of New York, F. H. Parmelee, Secretary and Treasurer; the brokerage firm of F. A. Rogers & Company—C. F. Edney, local manager—and the general insurance agencies of James H. Hill & Company, J. C. Learned & Sons, James R. May and others, together with many insurance companies of local representation, add materially to the city's financial atmosphere and activity.

THE POSTAL, TELEGRAPH, AND TELEPHONE FACILITIES of New London are sufficient and commendable. The Post Office Building, at the corner of State and Union streets, is commodious and well appointed, and the clerical and carriers' force efficient and courteous. The Postmaster is John McGinley; Assistant Postmaster, Franklin W. Dow.

New London's position as a prominent railroad center affords superlative advantages in the matter of prompt and effective telegraphic communication. This city was among those early to avail themselves of the telegraph. In 1847, shortly after the successful completion of the invention, a company, formed of New London and Norwich citizens, connected the two cities by wire. The telegraph companies now operating in New London are the Western Union, which has its offices in the Union Depot, and a summer office at the Pequot House, and the Postal Telegraph Cable Company, with offices at 5 Bank and 174 State Street.

New London is furnished with local and long distance telephone conveniences by the Southern New England Telephone Company, which has its division headquarters in the Neptune Building, 29 State Street. Other public telephone stations in New London have their locations as follows: Hotel Winthrop, 10 State Street; Crocker House, 174 State Street; and the State Armory, 41 Washington Street.

Picturesque New London.

Thus it is apparent that in her financial institutions and in her opportunities of local and outside communication, as well as by reason of her numerous other municipal privileges and accommodations, New London stands well to the front with cities of similar population and advantages.

THE UNION BANK is one of the oldest financial institutions in the country. At the time of its incorporation but five banks were in existence in the United States; one each in the cities of New York, Boston, Philadelphia, Baltimore and Providence. As early as February 10, 1792, a meeting was held at Miner's Tavern on Bank Street, when a committee composed of men of property interests and business standing was appointed to institute a bank in New London and obtain subscriptions to the stock. At the May session of the Connecticut legislature in 1792, a charter was obtained, providing for a capital of \$100,000, and an authorized capital of \$500,000. The bank at once began business in a brick building on the upper part of Water Street, owned at the time by Edw. Hallam & Company. During the year, seven other banks in various parts of the country obtained their charters.

In 1818 the bank built the stone building it now occupies on State Street. On March 28, 1865, it was voted to convert the bank into a National Banking Association, under the general banking law of the United States, but later, on January 10, 1882, it liquidated as a National institution, and the business since that period has been conducted as a State bank by the resumption of its charter of 1792.

Up to the present time, 1901, the bank has had but seven presidents and seven cashiers. Mr. Robert Coit, the present incumbent, assumed the Presidency in 1893. J. Lawrence Chew, the present Cashier, was elected to that office in 1885.

This old institution, the Union Bank, enjoys in a marked degree the confidence of the public on the ground of present usefulness alone, apart from any consideration

which may be due to its extreme age or the services it has rendered the business community in the past.

NEW LONDON IN 1807 was the only city in Connecticut that had two banks—the NEW LONDON BANK, incorporated in May of that year, and the Union, incorporated in 1792—Hartford, New Haven, Middletown, Norwich and Bridgeport being each served by one bank only. The population of



THE UNION BANK—61 STATE STREET.
Established in 1792.

Picturesque New London.

New London was then less than 3,300; and the desire of the community for greater banking facilities than the Union Bank could afford must have grown out of the fact that this city was then just fairly beginning to engage in whale fishing, and the future importance and magnitude of that trade could even then be foreseen. The building and fitting out of whale ships required the use of large sums of money; and, during the long voyages of one, two or three years, the banks had often virtually to carry some of the ship owners and some of the local merchants. It is not easy to overestimate the value of the assistance rendered by the banks of New London, not only in the whaling ventures, but in other enterprises that have tended to promote the steady, healthy growth which New London has enjoyed during the last hundred years.

The record of the New London Bank has been an excellent one during the 93 years of its existence. Within that period it has weathered many financial storms, and its management has been proved to be wise and capable in a very marked degree. A list of those who have been officers of this bank would include many of New London's most prominent and successful citizens. Henry P. Haven, President of the bank in 1876, J. N. Harris, its President from 1876 to 1896, and Asa Otis, a Director from 1834 to 1859 are all widely known for the many public benefactions that have come from their large fortunes. Elias Perkins, Elisha Denison, Jacob B. Gurley, Ezra Chappell, Elijah F. Dutton, Albert N. Ramsdell and Richard N. Belden each occupied the office of President of the bank; and the Cashiers have been Anthony Thatchier, Elijah F. Dutton, Richard N. Belden, Edwin R. Belden and William H. Rowe. Of these, four have served in that capacity for twenty years or more.

Among others, who have been directors of this bank, may be men-

tioned Edward Hallam, William Williams, William P. Cleveland, Isaac Thompson, Coddington Billings, Thomas W. Williams, Noyes Barber, Jonathan Coit, N. S. Perkins, Noyes Billings, William H. Chapman, Erasmus D. Avery and Richard H. Chapell. To one familiar with the old New London families, names like these indicate how fully our foremost business men have been identified with the bank.

In 1865 this institution was reorganized under the United States laws and became the New London City National Bank. Its most recent statement shows its capital, surplus and profits to be about \$160,000 and its deposits about \$350,000. Its present officers are William Beleher, President; Herbert L. Crandall, Vice-President; William H. Rowe, Cashier; and, associated with these as Directors, Walter Learned, Philip C. Dunford, George C. Strong, S. A. Goldsmith, F. S. Newcomb, Samuel Belden, Arthur Keefe. The other officers are Frank E. Barker, Assistant Cashier; Frank S. Greene, Teller; John R. Latham, Clerk.

The stone building on Bank Street, occupied by the New London City National Bank, has perhaps been longer used for banking purposes than any other in the State. Erected in 1820, of native granite, it stands today as sturdy and strong as when first completed, and presents now probably much the same outward appearance that it did then. It is indeed one of the quaint features of Picturesque New London. Very characteristic it is of the old town—the building and the way in which it has been dealt with by its owners. In every part it shows its age; and yet it is not thrown aside and discarded. It has been kept in use and made comfortable and convenient for the needs of to-day. Its vault is the original structure, built of immense granite slabs—top and sides and floor, but brought up to all modern

Picturesque New London.

requirements by the best steel lining, by massive doors, a time lock and an electric burglar alarm. And the management of the bank, too, is typical of the New London business man: prudent, conservative, slow to change, proud of the city's past and of all that has been good and creditable in her history, and yet alive to the opportunities of the present, and reaching out to get a share of the prosperity that has of late been coming to New London in the rapid growth of her population and the extension of her industries.

THE SAVINGS BANK OF NEW LONDON was incorporated in May, 1827. There were at this time but three Savings Banks in the State of Connecticut: The Society for Savings, in Hartford; The Middletown Savings Bank; and The Norwich Savings Society. The incorporators met in June of that year, and Ebenezer Learned was chosen President of the Bank and Robert Coit Treasurer. The business of the Bank was transacted in the banking room of The Union Bank.

In 1852, the Bank having outgrown the limited accommodations which could be afforded by the Union Bank, the Trustees built on Main Street, on the site now occupied by the Bank. The new building proving inadequate, in 1895 one addition was made and in

1898 the capacity of the Bank was doubled by another addition. The Bank's growth has overtaken this increased capacity, and within a year or two another addition will be put on.

The financial growth of the Savings Bank of New London has been steady and rapid. Its gain during the past fiscal year was \$445,954. Its depositors number about 9865.

From the outset the Directors of the Bank have been citizens of New London conspicuous for their business ability, and to that fact much of the success of the Bank is due.

The Presidents of the Bank have been Ezra Chappell, Ebenezer Learned, Robert Coit, and the present incumbent, William H. Chapman.

The Treasurers have been Robert Coit, Joseph C. Sistare, Francis C. Learned,

Joshua C. Learned, and the present Treasurer, Walter Learned. The deposits of the Bank are now over \$6,500,000.

It is worthy of note that the present Assistant Treasurer, George Whitney, is the great grandson of the second President of the Bank.

It has been conservative in its management, and even in times of panic it has promptly paid to its depositors, on demand.

It is now seventh in size among the banks of the State, and is second to none in its financial stability.



WILLIAM BELCHER,
President New London City National Bank.

Picturesque New London.

CAPTAIN WILLIAM H. ALLEN, who resides on Thames Street, in Groton, is a familiar figure in this section of Connecticut. He unassumingly bears the fame of having made the most successful voyage on record in the annals of the whaling industry. This was in 1863, when, in command of the good ship "Onward," he cruised in the Eastern Sea, and the Yellow, Japan, and Okhotsk seas, and off the California coast. On this voyage he captured 134 whales, the catch netting 6,837 barrels of oil, and 62,000 pounds of whalebone. This cargo sold for the princely sum of \$417,000., of which Captain Allen's share was \$39,836. Many of Captain Allen's voyages have been fraught with adventures strange and thrilling, but about these he is modest and reticent. Of his 15 years of active seafaring life, he was 25 years a commander. And through many a tempestuous gale, through many imminent and unforeseen perils of the deep, he has piloted his ship with the instinct of the true sailor and the knowledge of the experienced navigator.

The Captain has made whaling cruises from New Bedford and New London. He speaks very highly of the firms in whose interests he made his voyages. Of the light in which they regarded him he modestly refrains from speaking. But his worth and

sterling qualities could not be hidden. They have been particularly manifest since his leaving the sea a number of years ago, and settling down to a less hazardous, but quite as useful life ashore.

Captain Allen is the son of Griswold and Betsey Allen. He was born in Lebanon, Connecticut, October 9th, 1826. In his early boyhood days he worked at farming until 14 or 15 years of age, when he embarked as cook aboard a fishing smack. This fostered within him such a fondness for the sea, that at 16 years of age he shipped in the whaler "Robert Bowne" and his first step in a life of successful seamanship was taken. In August, 1858, he married Georgiana daughter of Orlando Bailey, of Groton. They have two sons and one daughter living: one son died in infancy.

In matters affecting the good of his community, Captain Allen is zealous and faithful. He has represented his town in the General Assembly, and for 12 years has served on the Groton Board of Selectmen. He is a thirty-second degree Mason, a member of the Order of the Mystic Shrine of Bridgeport, Connecticut, and Commodore of the famous Jibboom Club of New London, which numbers on its rolls 323 members. Since retiring from the sea he has shown the same integrity and foresight in business affairs that



CAPTAIN WILLIAM H. ALLEN,
President Mariners' Savings Bank of New London.

Picturesque New London.

characterized his maritime pursuits. He is President of the Mariners' Savings Bank, of New London, one of the strongest financial institutions in the State : and, for the matter of that, one of the strongest in many states.

The Mariners' Bank was established in 1867, and derived its name from the fact that it was originally intended to benefit seafaring men, although, of course, the intention was not that its deposits should be exclusively confined to mariners. Since its establishment, nearly, this Bank has had for its Secretary and Treasurer, Mr. John E. Darrow. The Bank's condition and the facts surrounding it are remarkable. Its deposits, November 1st, 1900, were \$2,490,000. Its surplus at that date, \$139,600.

Recorded on its books are 4,195 open accounts. The average individual deposit is \$585. It has less than 90 accounts that exceed \$3,000, and but one that is in excess of \$10,000. These facts speak for themselves. The Directors of the Mariners' Savings Bank are William H. Allen, W. L. Peckham, Charles W. Strickland, Thomas A. Miner, Frederick S. Newcomb, George C. Strong, John Hopson, Richard C. Morris, James P. Johnston, Horace C. Lamphere, Albert R. Darrow, Isaac W. Thompson, Frederick S. Parmelee, and George E. Starr.



SEBASTIAN D. LAWRENCE,
President of the National Whaling Bank.

ONE OF THE OLDEST AND BEST KNOWN of New London's financial institutions is the NATIONAL WHALING BANK, located on Bank Street, near State. It dates its existence from 1833, when it was chartered as a State bank. In 1865 it was changed from a State to a National bank.

At the time of the organization of the National Whaling Bank in 1833, and for some years subsequent to that time, New London figured prominently

as a whaling port, and as the industry called for increased banking facilities and grew in importance, it seemed appropriate to name in its honor one of the principal banking houses of the city.

The Whaling Bank occupies its own building, a substantial structure, which in

point of solidity and security typifies the qualities possessed by the institution proper. Some conception of its sound status, and of its successful past may be gathered by a consideration of the following statement. Capital, \$150,000 : surplus, \$40,000 ; undivided profits, \$111,000 : annual dividends for the past 40 years, 10 per cent. The President of the National Whaling Bank is Sebastian D. Lawrence; Cashier, Belton A. Copp. The Directors are S. D. Lawrence, S. H. Miner, B. A. Copp, C. J. Viets, and D. N. Copp.

Picturesque New London.

Mr. CHARLES FREDERICK EDNEY, manager for F. A. Rogers & Company, commission stock brokers, 18 and 19 Neptune Building, New London, is a native of Weybridge, Surrey County, England, where he was born in 1875. He is the son of Thomas Randall Edney, of the old Somerset family of that name.

In 1884, with his parents, he located in Canada, and received his education in the public schools of Sherbrooke, Quebec. At an early age he was in the Sherbrooke Works of the Edison Electric Company.

He entered the employ of the Great Northwestern Telegraph Company in 1888, and there learned telegraphy, rapidly mastering that profession. He is an operator of great speed and accuracy, and has held many responsible positions. His first position in the United States was with the Western Union

Telegraph Company, at White River Junction, Vermont, where he was employed for three years. In 1892 he was in the service of the Boston and Maine Railroad as ticket agent at Lakeport, New Hampshire, and later as station agent at West Lebanon. He was with the Postal Telegraph Company in Boston, in 1893, and on the Boston Globe staff in 1894, operating their special New York wire. Subsequently he accepted a position with the Associated Press,

his first location with them being Hartford, Connecticut. He soon acquired a national reputation as an expert telegrapher.

In 1898 he again entered the employ of the Associated Press, and worked their heaviest circuit out of New York. In the same year, at the national telegraphic contest held at Madison Square Garden, New York City, he was awarded the first prize for rapid sending.

Mr. Edney became connected with the brokerage firm of F. A. Rogers & Company in 1899, and opened their New London office in June of that year. This firm's leased wire system is the most extensive of that in operation by any similar concern in New England. Their offices connected by private wires are about fifty in number. They have also numerous correspondents at various points in the United States

Their advices on cotton are largely quoted by papers in the cotton belt. The New York offices of the firm are at 38 Wall street, and their Boston offices are located in the Ames Building.

In October, 1900, Mr. Edney was married to Miss Cora Esther Palmer, daughter of Frank Hazen Palmer, a well known manufacturer of Brooklyn, New York. Their residence is on Willets Avenue. He is a member of the Thames and Entre Nons clubs, of New London.



CHARLES F. EDNEY,
Manager for F. A. Rogers & Company.

Chapter V.

NEW LONDON OF TO-DAY.

THE MANUFACTORIES OF NEW LONDON — MANUFACTURERS WHOSE ABILITY, COURAGE AND INDUSTRY HAVE AIDED IN BUILDING UP AND MAINTAINING THE CITY OF TO-DAY.



ISRAEL F. BROWN,
Founder of the Brown Cotton Gin Company.

NEW LONDON, from the days of its early history a seaport, and in the summer season of the present a resort of the pleasure-seeker, has not the fame as a manufacturing center that attaches to many of the inland cities of New England. But it does not follow that the city is without valuable manufacturing industries; indeed, manufactoryes it has of variety and magnitude. It is with municipalities as with individuals: to few may be ascribed all the attributes. Not often does a city enjoy a wide reputation as a summer outing place, and at the same time stand for a manufacturing center of importance. New London

does both, and in her extensive, well equipped larger factories, in the busy, ambitious enterprise of her smaller manufacturing plants, as well as by her admirable location as a port and watering place, her position is extremely fortunate and congratulatory.

Closely identified with manufacturing in New London are men of public spirit, energy, progressiveness and foresight. Men who are anxious to place their city on a plane with others, whose industrial activity and scope have won for them renown and wealth. And it is safe to say that most of them entertain solicitude regarding New London's standing as a commercially productive community, as well as for the condition of their business and personal bank accounts. Because of this desire to see the city grow in importance and in touch with the various trade channels of the world, and by reason of the growing tendency to liberality evinced by the Municipal Government, and by the praiseworthy efforts of The New London Board of Trade along the lines of modern business progression, New London is industrially advancing. Slowly it may be, but surely and with certainty, nevertheless, the growth goes on. To the unobservant eye this progress may not be particularly apparent. The

Picturesque New London.

erection, in rapid sequence, of manufactory after manufactory is not the necessary immediate effect of healthy, steady growth, although additional factory buildings must be the ultimate result. The present increase is chiefly in the additional facilities, extent and business of the concerns already active here. It is true also that firms from abroad have recently located in New London and its environs. They are of great importance and will play a strong part in the manufacturing evolution of the city. Others will come, and will be welcome, more than welcome; and on them much will depend. But the foundations laid by the manufacturers of the past, the additions to and re-erects on those foundations by their earnest successors of the present, must be regarded as the "backbone," as the assurance of permanence, and as the sure and healthy basis on which shall rest the manufacturing future of New London.

Compared with other lines of manufacture, that of modern printing press construction is represented by very few cities. Prominent among these is New London. The fine presses manufactured here bear a world-wide reputation, and carry the name of New London, as a city of manufactures, to many quarters of the globe.

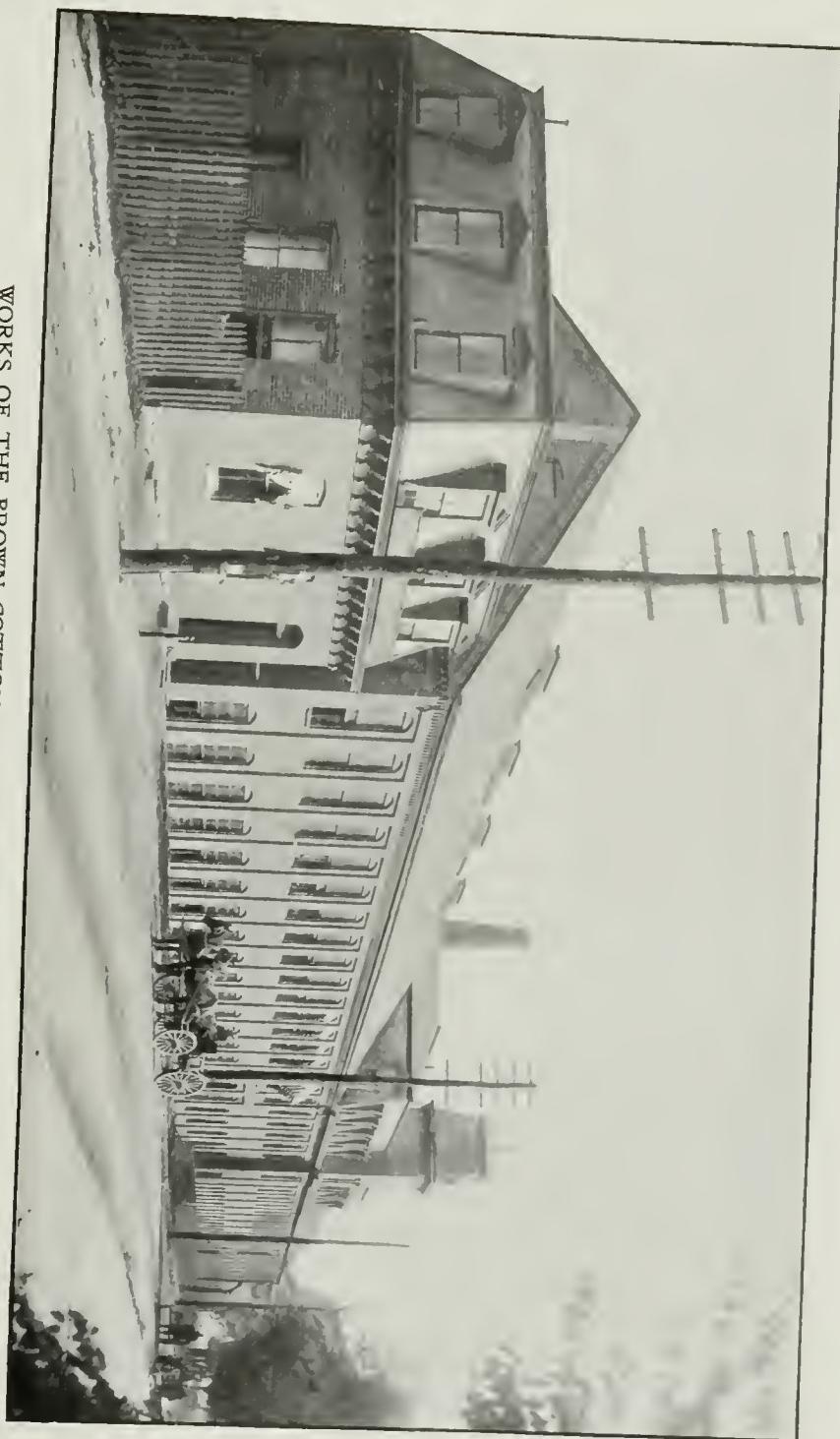
Many large manufactories, whose products are widely sold and well known for their excellence, have their offices and plants in New London. The factories of the Brainerd & Armstrong Company, silk manufacturers, have their location on Church and Union streets, nearly in the center of the city, and at the junction of Coit and Canal streets. This company was established in 1867. Its officers are: Ira Dimock, President; L. O. Smith, Vice-President; Benjamin A. Armstrong, Treasurer, and Benjamin L. Armstrong, Secretary. Its manufactures comprise wash embroidery silks, spool sewing, stamped linens, knitting

and crochet silks, common embroidery silk, machine and button-hole twist, skein sewings, silk serges, Merveilleux, Satin de Chines, and plain and changeable Taffetas. The company has sales-rooms in New York City, Philadelphia, Boston and Baltimore, and selling agents in Chicago, St. Louis, Cincinnati, San Francisco, and St. Johns, Province of Quebec, Canada. In its employ are more than 800 factory hands. Its capital is \$640,000.

Located on Pequot Avenue, south of the junction of Willett's Avenue, Shaw and Howard streets, are the works of the Brown Cotton Gin Company, iron founders, machinists and woodworkers. President and Treasurer, Edward T. Brown; Secretary, George T. Brown. The Brown Cotton Gin Company was incorporated in May, 1865, by Israel F. Brown, Dr. Charles Osgood of Michigan, Gilbert Osgood and John L. Devotion. It manufactures cotton gins and linting machines for oil mills. It is one of the principal concerns of its kind in the United States and employs about 300 skilled mechanics.

The R. T. Palmer Company, largest manufacturers of bed comfortables in the world, was incorporated in 1888. Its immense plant, bordering on Washington and Methodist streets, comprises eight large brick buildings. The President of The R. T. Palmer Company is Tyler R. Palmer, of New York; Treasurer and Secretary, Reuben T. Palmer, Jr., of New London. The Directors are: Tyler R. Palmer, Reuben T. Palmer, Sr., Reuben T. Palmer, Jr., and E. H. Hamilton.

Just south of Shaw's Cove, on Hamilton, Oak and Howard streets, are the offices, foundry and machine works of the Hopson & Chapin Manufacturing Company, established in 1878. It is engaged in founding, and in the manufacture of boilers and radiators for heating by the hot water system. The shops of The Hopson & Chapin Company are extensive. Its products



WORKS OF THE BROWN COTTON GIN COMPANY—PEQUOT AVENUE.

The Buildings of the Brown Cotton Gin Company Have a Frontage on Pequot Avenue of 600 Feet, and of 700 Feet on the Harbor, with Ample Dock Facilities. The Plant and Storehouse Contains 104,000 Square Feet of Floor Space.

Picturesque New London.

are high grade, and widely and most favorably known. The President and Treasurer of the company is John Hopson; Secretary, Chas. W. Chapin; Superintendent, William T. Hopson.

The D. E. Whiton Machine Company, 59 Howard Street, was founded in West Stafford, Connecticut, in 1856, by David E. Whiton. The concern removed to New London in 1886, and was incorporated in the same year. Its fine offices and shops on Howard Street were erected in 1886, and by their extent and admirable neatness of appearance, reflect credit upon the Company. The Whiton Company manufactures gear cutting and centering machines, and drill and lathe chucks, for which it finds a market throughout the entire country. Its President is David E. Whiton; Secretary and Treasurer, L. E. Whiton.

In 1853 The New London Gas Company, now The New London Gas and Electric Company, was incorporated, with the privilege, granted by the Municipal Government, of exclusively supplying the city with gas for fifteen years from the date of its incorporation. The results attained to by the company, however, were so gratifying as to secure to it the entire subsequent lighting. As successors to the Oneco Manufacturing Company, it also operates as engine builders, and in general machine work and engine repairing. Its offices are at 29 Main Street; its gas and electric plant, and machine shop and docks are located on Water Street. Robert Coit is President of the Company; Vice-President, Augustus Brandegee; Treasurer, A. M. Young; General Manager, A. G. B. Hunt.

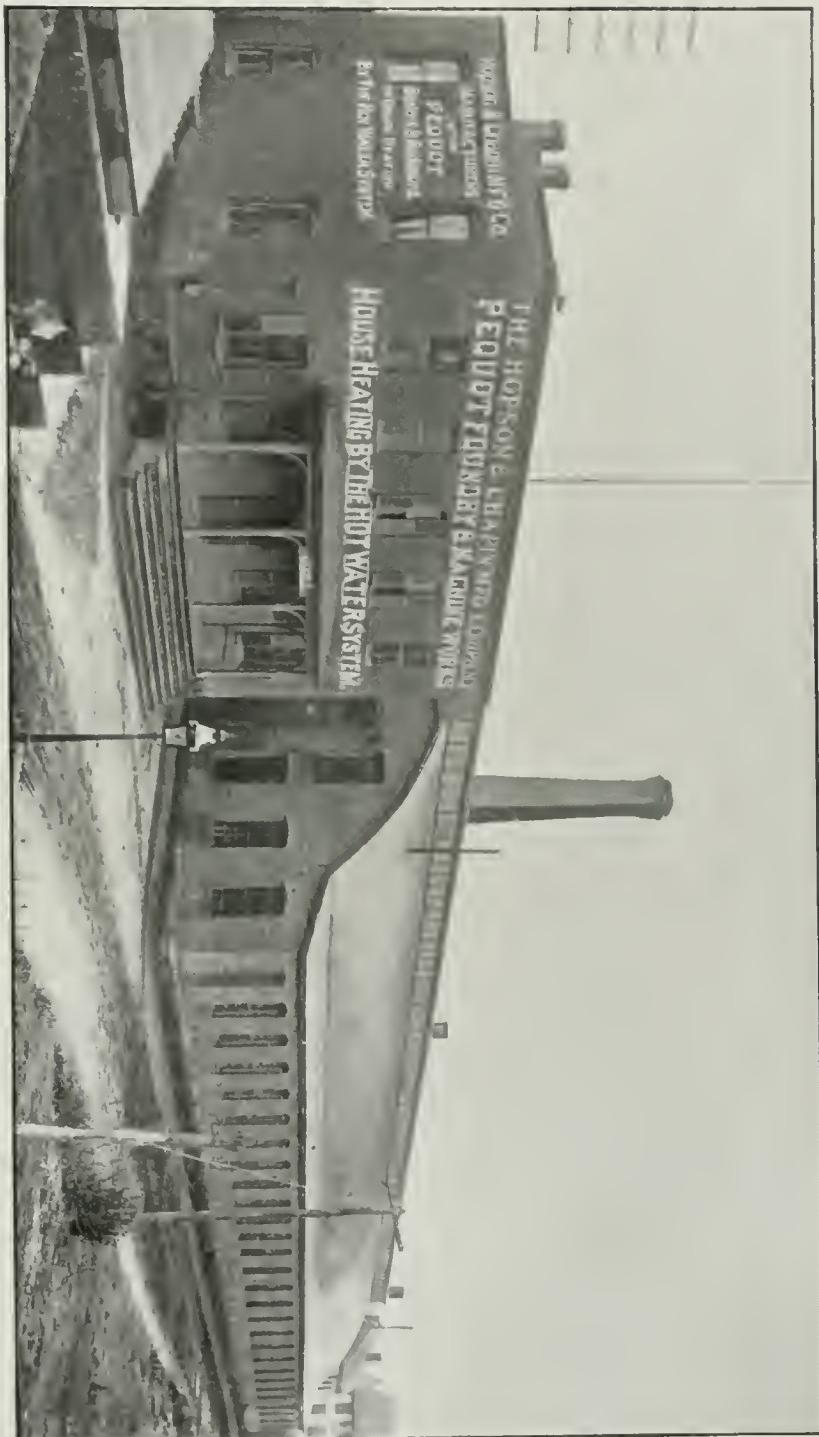
In nearly any grocery, provision store or bakery dealer's establishment—in whatever section of the country—one may happen to enter, if he be a New Londoner, he is almost certain to be reminded of home by some box or barrel bearing the legend "C. D. Boss & Son, New London, Conn."

The goods of this firm of cracker manufacturers are known from New Brunswick to Key West, and clear to the Pacific coast. The business was established in 1831 by the late C. D. Boss, father of C. D. Boss, the present sole proprietor. The buildings it occupies have a frontage on Water Street, and cover in extent an entire block. Everything in the line of crackers, biscuit, bread and cake is manufactured here, of a quality and excellence unsurpassed.

After a long experience with leading granite firms in the wholesale and retail trade, and realizing that New London demanded, and afforded particular advantages for, the establishment of a marble and granite concern, Frank M. Ladd founded in June, 1900, an industry of that nature at 204 Bank Street. Mr. Ladd has had under his supervision some of the finest granite and marble construction in the country. He has installed in his present works special, improved machinery. Competent designers and workmen are employed to bring the product manufactured up to the highest standard. That this is being accomplished is evidenced by the large amount of ornamental stone work that has been turned out and erected since the inception of the business.

The Morgan Iron Works, incorporated in 1893, has its plant and shipyard at Fort Neck. The President of the Company is Ricardo R. Morgan; Secretary, Elias F. Morgan.

The manufacture in New London of artificial ice on a large scale is carried on by the New London Brewing Company—which was incorporated October 4th, 1899—at its Winthrop Spring Hygeia Ice Plant, incorporated and in operation one year previous. The officers of the Company are: Rudolph F. Haffenreffer, Jr., President; Henry Stender, Vice-President; Charles H. Leinert, Treasurer and General Manager, and Frank L. George, Secretary.



THE HOPSON & CHAPIN MANUFACTURING COMPANY'S FOUNDRY AND MACHINE WORKS,
MANUFACTURERS OF HEATING APPARATUS.

Hamilton, Oak and Howard Streets.

Picturesque New London.

AS FINE PRINTING MACHINERY AS CAN BE BUILT is made in New London, by The Babcock Printing Press Manufacturing Company, located on Pequot Avenue. Organized in 1882, by men thoroughly conversant with the business, their products have been of such excellent quality, so accurate in mechanical construction and so complete in original design, that they have forced themselves into the front rank of Press Builders, and their machines are found in many of the best printing offices in the United States, Canada, Mexico, South America, England, Scandinavia, Russia, China, Australia and the Sandwich Islands.

The name of the Babcock Company has become a synonym for the highest grade of printing machinery, honestly built and fairly sold.

They build many kinds and sizes of cylinder presses, for all grades of printing, from their smallest press,

weighing two and one-half tons, to the big web newspaper machine, weighing sixteen tons. There is no clearness of type, delicacy of tint or strength of color known to the printer's art that cannot be produced with the Babcock Presses.

Trade names, which are known wherever good printing is done, have been given to the different presses.

The illustration represents a section of the press room of Harper & Bros., New York, showing a line of "Optimus" presses. The "Optimus" is one of the most popular machines

made by the Babcock Company, and is the best two-revolution press built. Some of the finest printing done by Harper & Bros., who are noted for fine work, is done upon the Babcock "Optimus" presses. This Press was exhibited at the Paris Exposition in 1900, and awarded a gold medal. The Company also received the highest award for their exhibit at the World's Fair, Chicago, in 1893.

The President of the Company is Mr. George P. Fenner, of New London. Mr. Nathan Babcock, of West-



SECTION OF THE PRESS-ROOM OF HARPER & BROTHERS,
NEW YORK.

erly, is the Secretary and Treasurer. The New York office of the Company is at 38 Park Row. Barnhart Bros. & Spindler, Chicago, General Western Agents. John Haddon & Co., London, England, Agents for Great Britain. Agents for Scandinavia, Finland and Russia, Aktiebolaget Mekanikus, Stockholm, Sweden. Mexican Agents, Fundicion Mexicana de Tipos, City of Mexico. The results obtained from this company's presses are such that for firmness of impression, accuracy in register, and excellence of distribution, they leave nothing to be desired.

OFFICES AND PLANT OF THE NEW LONDON GAS AND ELECTRIC COMPANY—WATER STREET.

This Company Furnishes the City of New London With Gas and Electricity. It is Also Engaged in the Manufacture of Engines, and in General Machine Work and Engine Repairing.



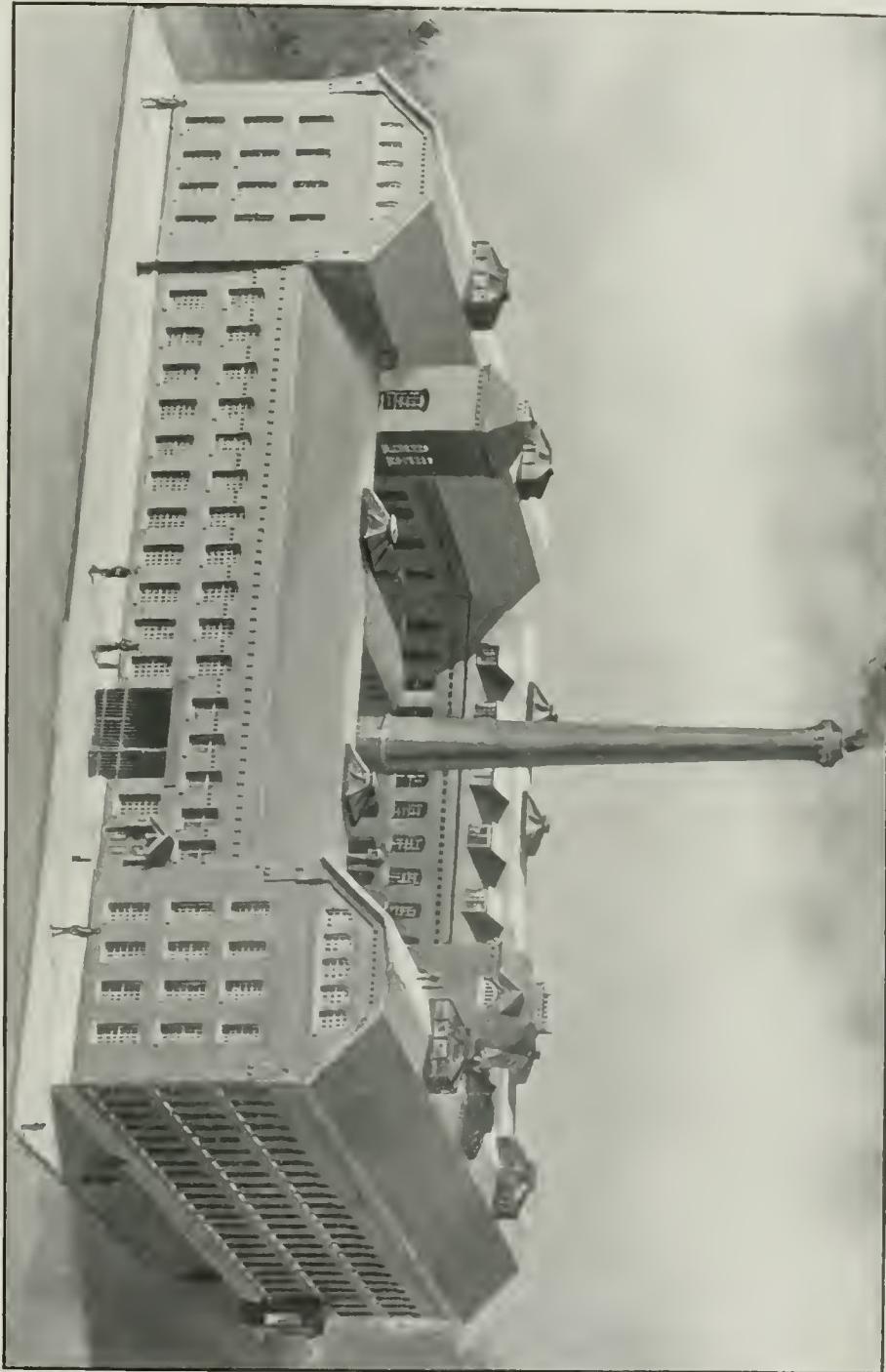


A SPECIMEN OF GRANITE CARVING DONE WITH PNEUMATIC TOOLS.

FRANK M. LADDO, 204 BANK STREET, NEW LONDON, CONNECTICUT.
MANUFACTURER AND IMPORTER OF GRANITE,
MARBLE AND FREESTONE.

ONE OF THE MILLS OF THE BRAINERD & ARMSTRONG COMPANY — SILK MANUFACTURERS.

Church and Union Streets.



Picturesque New London.

The Bingham Paper Box Company, 12 Mountain Avenue, was established in 1887. It manufactures all kinds of paper boxes, and operates a printing department, in which is carried on an extensive business in every variety of book and job printing. The President and Treasurer is A. Kingsbury, of South Coventry, Conn-

incorporated in July, 1893. Its President is Henry Lewis, of Philadelphia; Treasurer, Robert McLean, of New York; Secretary, Jules A. Montant, of New York; Agent and Superintendent, Alonzo W. Sholes, of New London.

The New London Wash Silk Company, 30 Hempstead Street, dates its



PLANT OF THE BINGHAM PAPER BOX COMPANY—12 MOUNTAIN AVENUE.

Printers, and Manufacturers of Paper Boxes.

necticut: General Manager, William Kingsbury, of New London.

In the Harris Building, 59 State Street, are the offices of The Palmer Brothers Company, incorporated in 1899. President, Frank L. Palmer; Vice-President, Elisha L. Palmer; Secretary and Treasurer, George S. Palmer. The Palmer Brothers are large manufacturers of quilts, with mills at Montville, Oakdale and Fitchville.

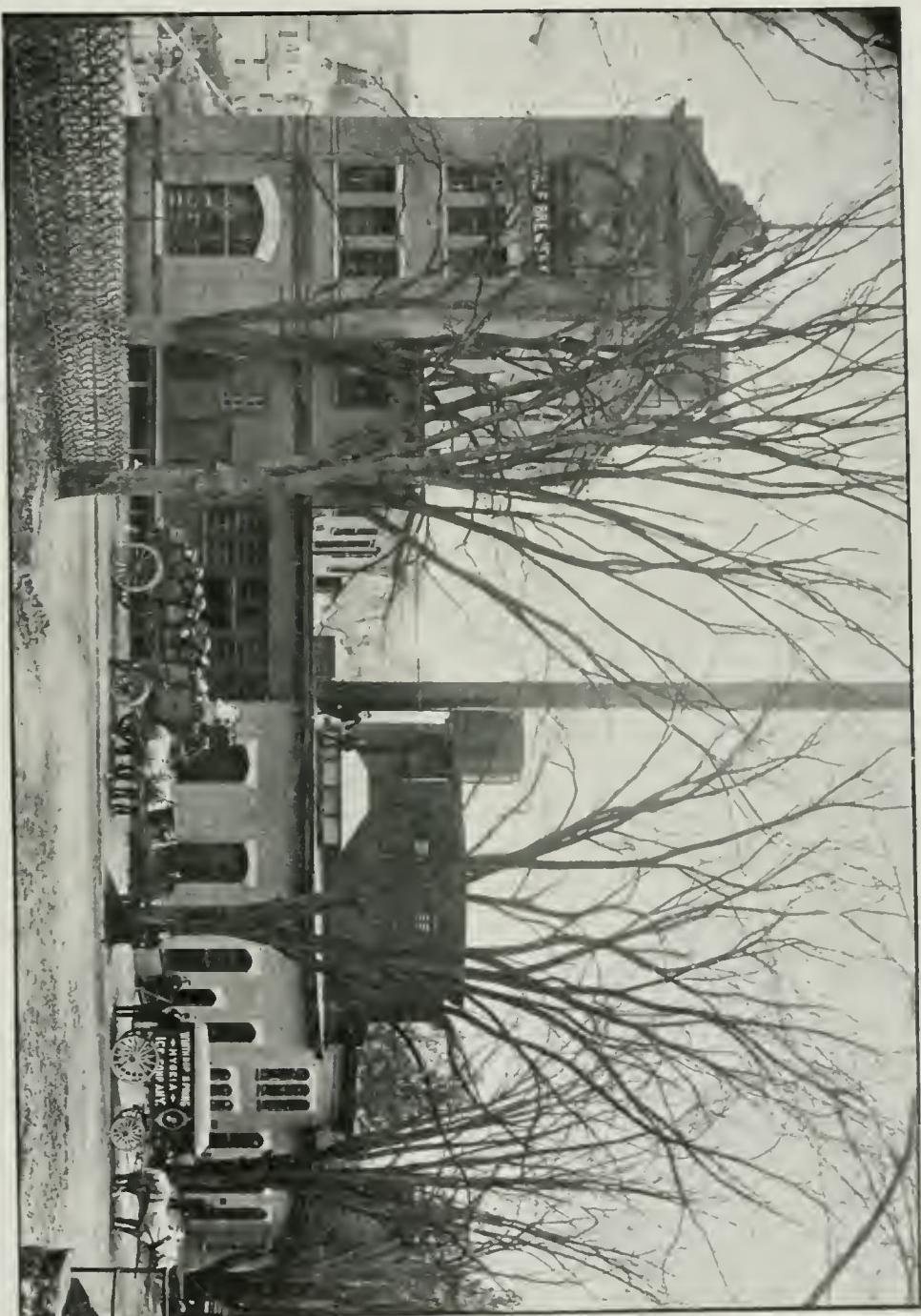
The New London Steam Woolen Mill Company, Water Street, was

incorporation from January, 1894. President and Treasurer, C. C. Knowlton, of Brooklyn, New York; Vice-President and Manager, Robert Smith, of New London; Secretary, George A. Hammond, of Putnam, Conn.

The Lyon Umbrella Company was incorporated in January, 1900. Its President is Frank A. Munsey; Vice-President, Amasa Lyon, of New York; Secretary, Bernard C. Lyon of New York; Treasurer, John Fogler of New London.

NEW LONDON BREWING COMPANY AND THE WINTHROP SPRING HYGEIA ICE PLANT.

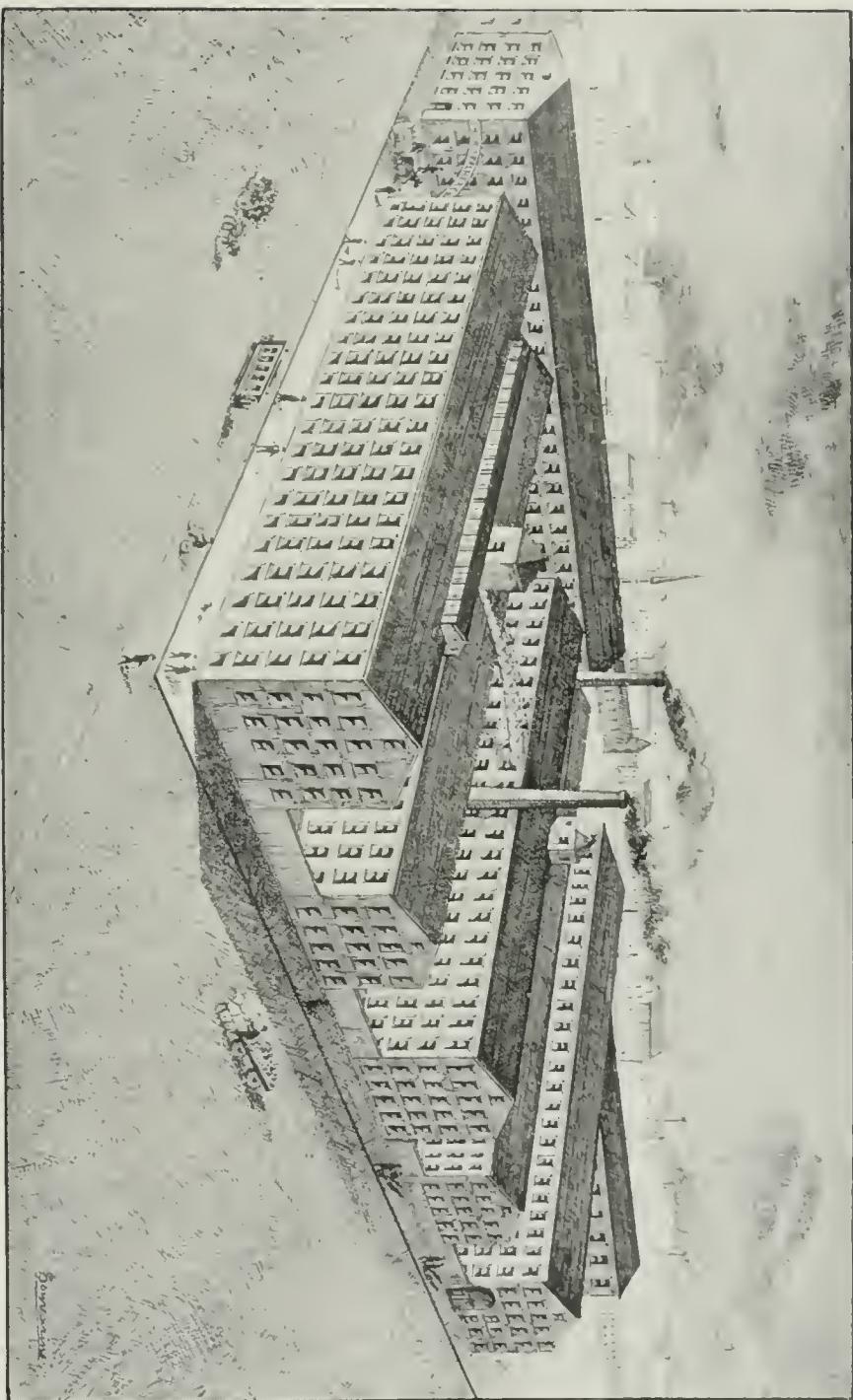
Corner Winthrop and Mill Streets.





WORKS OF C. D. BOSS & SON — WATER STREET.

C. D. Boss & Son are Manufacturers of Biscuits and Crackers.



MILLS OF THE R. T. PALMER COMPANY—MANUFACTURERS OF BED COMFORTABLES.



OFFICE AND PLANT OF THE D. E. WHITON MACHINE COMPANY — HOWARD STREET.

Manufacturers of Gear Cutting and Centering Machines, and Drill and Lathe Chucks.

Chapter VIII.

NEW LONDON OF TO-DAY.

CITY GOVERNMENT—THE NEW LONDON BOARD OF TRADE—DISTINGUISHED MEN OF THE PAST AND PRESENT—THE NEW LONDON PRESS.



JOHN McGINLEY,

Journalist, Editor, Postmaster of New London, and President of the New London Board of Trade.

NEW LONDON is an independent city in polities. One party carries the municipal election about as frequently as the other. City officers are elected annually the first Monday in October. The Mayor, City Clerk, and Treasurer, and the members of the Board of Aldermen, hold office three years. One-third of the Board is elected yearly, the others holding over. There are five wards, each entitled to three Aldermen. In addition, to cover a State law, three Selectmen are elected annually. Under the city charter they are, *ex-officio*, members of the Board, and are known as Aldermen-at-Large.

The present Mayor, Hon. M. Wilson Dart, was elected in October, 1900. He has been for some years connected

with the City Government, and takes a sincere interest in everthing which will advance the welfare of this growing city.

The Senior Alderman, who presides over the Board in the Mayor's absence, and who would succeed him in case of death, is elected annually by the Aldermen. Alfred H. Chappell, one of the progressive and most experienced members of the Board, was elected to the position in October, 1900.

The members of the Board are: R. H. Gunn, E. M. Sweeney and H. P. Bullard from the First Ward; C. H. Morris, C. Royce Boss and A. H. Chappell from the Second; P. C. Eggleston, G. C. Morgan and James R. May from the Third; W. P. McBride, T. R. Murray and H. S. Dorsey from the Fourth; F. M. Ladd, C. D. Twomey and George H. Thomas from the Fifth Ward, and Charles Prentis, Edwin L. DaSilva and Chauncey B. McCreery, Aldermen-at-Large.

THE NEW LONDON BOARD OF TRADE was organized in 1885. The progressive men of New London very generally joined it, and its officers have been chosen from the class favoring an enterprising policy in public and business affairs. The origin of many favorable changes are attributable to the Board. Its officers are: John McGinley, President; Edward S. Neilan, First Vice-President; Francis N. Braman, Second Vice-President; Walter Fitzmaurice, Secretary; George B. Prest, Treasurer.

To the country's roll of distinguished, eminent, and able men New London has added her quota. Among them have been John Winthrop, Jr., the founder of the town of New

Picturesque New London.

London, and Governor of the Colony; Gurdon Saltonstall, who was also Governor in 1708; Bishop Samuel Seabury, Bishop of Connecticut and Rhode Island, the first American Bishop; Captain Nathan Hale, the patriot; General Jedediah Huntington, first Collector of the Port of New London, a soldier of the Revolution and Aid to General Washington. Gen. Joseph A. Mower, one of the bravest of Sherman's commanders on "The March to the Sea," and a noted Indian fighter, was of New London birth. General Grant ranked him second only to General Sherman in fighting ability and intrepidity. Hon. Henry P. Haven, to whom the city is indebted for its fine Public Library, was a merchant whose ships had sailed over many a sea, carrying the name of New London into all ports of the world. Jonathan Newton Harris, another successful New London merchant, by the gift of \$10,000 for the founding of Memorial Hospital, large bequests to the Second Congregational Church, placing the income from the Harris Building in the hands of trustees to be distributed by them for beneficent purposes; Jonathan Coit, by his gifts, amounting to \$42,000, to the poor and to the churches; Ezra Chappell, by many acts of benevolence; Asa Otis, in generously bequeathing \$1,150,000 to the American Board of Foreign Missions, in

addition to several local bequests, and Dr. Seth Smith, a wealthy druggist, who left \$250,000 to endow the Old Ladies' Home, have won a large niche in the Temple of Fame. Kindly Remembrance and Gratitude. The late Charles Augustus Williams, Mayor of New London from 1885 to 1888, whose personal efforts in effecting the removal of the graves from the old cemetery which once occupied the ground at the corner of Broad and Hempstead streets—now Williams Memorial Park—resulted in giving the public a charming outing spot, was a benefactor who cannot be forgotten.

The name of Sebastian D. Lawrence represents a line of renowned and honored merchants whose enterprises have added much to the wealth of New London. His public gifts show his love for the city: The Soldiers' and Sailors' Monument, on the



THE LATE HENRY P. HAVEN,

Founder of the New London Public Library.

Reproduced from a Bronze Relief, Executed by Augustus St. Gaudens, and Inserted in a Panel of the Porch, near the Library Entrance.

Parade, and the Firemen's Monument, at the head of State Street, are fine tributes to the heroic men of the past, and objects of special interest to everyone. The bequests of Hon. George F. Tinker to the Bulkeley School, Memorial Hospital, and Young Men's Christian Association, entitle him to the warm corner he holds in the affection of the people of New London. Miss Frances Manwaring Caulkins, in writing and publishing her admirable "History of New

Picturesque New London.

London," honored the city and herself. Mr. J. Lawrence Chew has given the public much pleasure in sharing with them the fruits of his research among the romantic traditions and memories of old New London. Mr. Walter Learned, President of the New London Street Railway Company and Treasurer of the Savings Bank of New London, is a writer of considerable distinction. His historical address, delivered on the occasion of the Two Hundred and Fiftieth Anniversary of New London, in 1896, was a scholarly oration. Rev. S. Leroy Blake, D.D., pastor of the First Church of Christ, is also entitled to honorable mention among local historical writers.

He now has in press an exhaustive history of the First Church of Christ. Ex-Governor Thomas M. Waller, and the Hon. Augustus Brandegee, by reason of the positions they have attained in the community and the country at large, through their legal abilities, statesmanlike qualities and strong personalities, may also be mentioned with pride by New Londoners.



THE LATE HON. JONATHAN NEWTON HARRIS.

Mr. Harris was One of New London's Foremost Business Men and Philanthropists.

HONORABLE JONATHAN NEWTON HARRIS died in October, 1896. He was for many years a distinguished citizen of New London. His belief in the high destiny of the city was evinced by the numerous charities he generously endowed, in the substantial business block on State Street,

which bears his name, in the elegant residence he occupied on Broad Street, and in the many banking, commercial, and manufacturing interests which he aided with both means and counsel.

He was born in Salem, Conn., Nov. 18th, 1815, and was the sixth in descent from James Harris who resided in Boston, Mass., in 1666, and who afterwards located in New Lon-

don about the year 1690 with his wife and three sons, James, Asa, and Ephraim, dying here in 1715 at the age of 74 years.

Mr. Harris came to New London in 1836 when about twenty years of age. He had received a thorough mercantile training, and after two years' further experience here with the leading business house of that day,

Picturesque New London.

commenced his career as a merchant. The original firm name was J. N. Harris, changing in after years to Harris & Brown, Harris, Ames & Co., and Harris, Williams & Co. In 1865 Mr. Harris retired, to be at liberty to care for other and larger financial interests. In 1848 he founded the firm of J. N. Harris & Co., of Cincinnati, and, associated with other gentlemen, did a large business with the merchants of the South and West.

In 1862, and the years following, in conjunction with Mr. Hill, of Philadelphia, he operated very successfully the Hill & Harris Coal Mines at Mahoney City, Penn. He was also one of the organizers, and for several years President, of The Medical Manufacturing Co. at Montreal, and a director in the Davis & Lawrence Co. of that city. For over twenty years he was President of the New London City National Bank, a member of the Board of Directors of the Bank of Commerce of this city for several years, and an active director of the New London & Northern Railroad, the New London Steamboat Company, and of several other important enterprises. While engaged in the duties connected with these varied industries he yet found time to serve the public interest as a member of the city government for a number of years, as a popular Mayor of New London from 1856 to 1862, as Representative to the State Legislature in 1855, and as Senator in the Upper House in 1864. He served as Chairman of the Joint Standing Committee on Banks during this session. An act was passed enabling the State banks to organize under the National banking law while still retaining their rights under their old charters, so that they might at any time thereafter, without further legislation, withdraw from the National organization and return to their previous methods. His wide financial experience was of inestimable value at this particular juncture, in shap-

ing the legislation of the period.

While Mr. Harris was Mayor of the City, in 1861, the Civil War broke out between the North and South. He was enabled by virtue of his position to render the most valuable assistance to the Government, and more particularly to Governor William A. Buckingham, and the State of Connecticut.

He was a man of strong religious nature, and took a deep interest in everything tending to uplift and benefit the fallen and down-trodden. During the Rebellion, when Fort Trumbull was the rendezvous for recruits gathered for the United States Army, Mr. Harris gave his best thoughts and efforts to the Sunday services which were held at this fortification. He was an earnest friend to the Young Men's Christian Association, and Chairman of the Connecticut State Executive Committee in 1875. He was an early friend and ardent supporter of the late Dwight L. Moody, and aided substantially in founding the Mount Hermon School and the Northfield Seminary. In 1893 he was President of the school. His zeal found field for further expression in helping religion and education in Japan. In 1889 he founded and endowed the Harris School of Science at Kioto, Japan, with a munificent gift of one hundred thousand dollars.

His church home was the Second Congregational, where he was one of the deacons. The help which he gave privately to many people in their times of need was almost unbounded. The Memorial Hospital, on Garfield Avenue, the Harris Building, on State Street—the net income from which is devoted to educational, charitable, and religious purposes—are enduring monuments to his thoughtful care for others.

Mr. Harris was a man of exceptionally prepossessing personal appearance, blessed with a strong, intellectual face, a fine physique, and a dignified and courtly bearing.

Picturesque New London.

DR. W. W. SHEFFIELD, son of Rev. John Sheffield, was born in North Stonington on April 23d. 1827. He came to New London in 1852, and began his career as a dentist in the office and under the tutelage of Dr. J. A. G. Comstock of this city, and later on was in the offices of and received instruction from Dr. Charles Allen and Dr. D. H. Porter of New York City, two of the most eminent men in the dental profession at that period, and unquestionably the best authority at that time.

He was afterward graduated from the Ohio College of Dentistry, the first dental college established in the United States. His success as a practitioner is too well known to need comment: his name and fame were national, and his practice grew to large proportions.

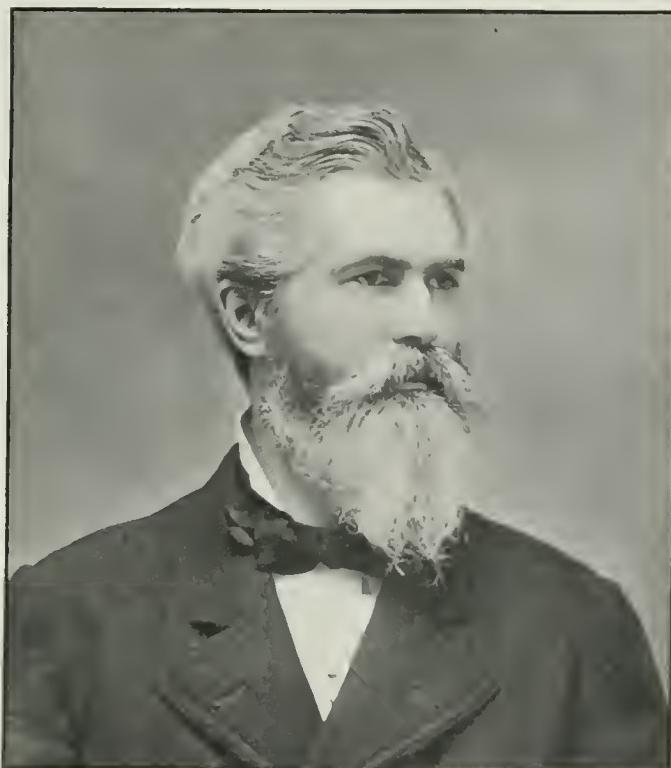
He stood at the head of his profession in New England, and in time, as his name and skill became known in a wider field, he took rank with the most prominent dentists in the United States. Of his practice it may be said that it embraced the entire country, his patients coming from all sections.

He possessed inventive genius of a high order, and with his natural abilities, trained and broadened by scientific study, his great usefulness was much augmented; and to him the dental profession is greatly indebted.

He was a man of

striking appearance, distinguished manners, and genial kindness. He carried his years lightly until stricken with paralysis, from which he never recovered.

He died full of years, loved and honored by all who knew him.



THE LATE DOCTOR WASHINGTON W. SHEFFIELD.

Picturesque New London.

NEW LONDON IS FAVORED with remarkably good newspapers. One of the leading institutions of the city is THE DAY, printed each evening, which was founded in July, 1881, by



THEODORE BODENWEIN,
Proprietor of the New London Day.

the late John A. Tibbets. The Day originally was a morning paper and saw many changes and vicissitudes in the early part of its life, always, however, extending its reputation.

In 1891 it was purchased by Theodore Bodenwein, and since then has made steady progress in business, circulation and influence. The Day is equipped with one of the best mechanical plants to be found in the State, and is thoroughly up-to-date in every way. It has a specially leased wire of the Associated Press and covers Eastern Connecticut very thoroughly with a large staff of reporters.

Few papers are as thoroughly read in their field as The Day. It is estimated that one of every seven of the inhabitants of the section which it legitimately can claim as its field, buys the paper each evening.

It is Republican in politics and wields considerable political influence.

The business of The Day establishment is located at 240 Bank Street,

in a building especially erected for its accommodation by the Chappell Company. It occupies three floors of this structure.

THE MORNING FIELD of New London and adjacent territory is successfully catered to by THE MORNING TELEGRAPH, which was founded in 1885.

The Telegraph has always been Democratic in its politics, in fact it is the only Democratic paper that has been successfully maintained in Eastern Connecticut in the past quarter of a century.

The field for a morning paper in New London and surrounding towns is an excellent one, and recent changes in the management of the paper denote that this field will be carefully looked after in the future.

The Telegraph receives the complete report of the Associated Press over its own leased wires and prints all the world's news while it is fresh, and frequently in advance of the big metropolitan papers.

Its offices and editorial rooms are very conveniently located at 8 Green Street, a few doors from State Street, the main thoroughfare of the city.

Since the recent inauguration of new methods and the use of modern mechanical facilities, the circulation of The Telegraph has been increasing very rapidly, and it is evident that the field of the paper's influence and value is being greatly extended.

THE NEW ENGLAND ALMANAC AND FARMERS' FRIEND, commonly known as "Daboll's Almanac," is compiled by David A. Daboll, of Center Groton, and published by L. E. Daboll, 94 State Street, New London. It has been published annually for over one hundred years by some descendant of the original publisher, Nathan Daboll. It is widely used and relied upon by the mariners and farmers of Southern New England.



THE DAY BUILDING—HOME OF THE NEW LONDON DAY,
Bank Street.

Picturesque New London.

NEW LONDON IS CREDITED with having exceptionally able newspapers, a distinction that by common consent is deserved, and which, no doubt, the city will continue to merit. Ten years ago The New London Globe began its existence here, and has prospered to a degree that is the best possible evidence that its worth is appreciated and that it will go on to greater success. It is a bright four-page afternoon paper that gives the news in compact form, and all the news that is worth printing. It has shown its enterprise in marked degree on many occasions,

and keeps in the front rank among progressive newspapers of the day.

It is independent in its political views and does not hesitate to freely express its opinion on matters of public policy. It is owned, edited and managed by Samuel T. Adams and George A. Sturdy, both practical newspaper men of long experience and thoroughly familiar with the field in which their newspaper circulates.

The Globe has adhered to the one cent price from its start and will stick to it even though it enlarges its size. It has had exceptional success as an advertising medium.



WALTER H. RICHARDS, Engineer of the Sewer and Water departments of the city of New London, is a native of this city. He attended the district schools and the Bartlett High School, and after graduation from the latter, studied engineering with the eminent hydraulic engineer, J. T. Fanning, and as his assistant, made the preliminary surveys in 1871 for the New London Water Works, of which he was appointed Constructing Engineer. On the completion of this work, in 1872, he was appointed Superintendent of the Water Works, a position which he has filled to the satisfaction of the Board of Water Commissioners and the public, from that date, with the exception of a period of two years.

In 1886, on the organization of the Sewer Department, Mr. Richards was elected Engineer for the Board of Sewer Commissioners. The entire system of the city sewers has been designed and constructed under his supervision. The design of the high service water system and the submerged sewer outfall, which are Mr. Richards', are unique, and have attracted the attention of engineers interested in water and sewer work in many places. Mr. Richards was for many years Editor of the Journal of the New England Water Works Association, of which he is a prominent member. He is also a member of the Boston Society of Civil Engineers, and of the Connecticut Society of Civil Engineers and Surveyors.



WALTER H. RICHARDS,
Superintendent New London City
Water Works, and Engineer
of the Sewer Department.

Picturesque New London.

ABEL P. TANNER is a conspicuous member of the New London County Bar. He first studied law at Mystic, with Colonel Hiram Appleman, and for a few years practiced there. After a course in the public schools at Mystic, he entered Brown University, from which he graduated in 1874 with the degree of B. A. He was born at Mystic, July 7th, 1850.

Mr. Tanner is a man of strong convictions, with the power to express and stand for them; and on the stump or in council is a

valued member of the Democratic party. As a speaker he is forceful; what he says carries the weight of honest conviction. He has been prominent in political affairs for several years, and was once elected to represent his district in the State Senate, but owing to an irregularity in the count did not take his seat.

In 1896 he was a Presidential elector on the Democratic ticket.

His law offices are located in the Neptune Building, State Street.



ABEL P. TANNER,
Advocate and Counsellor at Law.

THE PROFESSION OF DENTISTRY is well and ably represented in New London. WALLACE B. KEENEY, the subject of this sketch, is one of the city's leading dentists. He was born in New London October 31st, 1850, son of John M. and Louisa Young Keeney, and secured his early education in the public schools of his native city, after which he entered the employ of the Wilson Foundry Company, of New London. He was later employed by the Hopkins & Allen Manufacturing Company, of Norwich, Connecticut. Becoming convinced that the dental field offered unusual opportunities for advancement and success, Mr. Keeney entered the New

York College of Dentistry, and in June, 1876, established an office in New London for the practice of his chosen profession, in which he has achieved a reputation for thorough and excellent work. His dental parlors are located at 140 State Street.

Dr. Keeney's politics are Republican. He is a member of the Naumaug Engine Company; of the Jibboom Club; and of the Benevolent and Protective Order of Elks, of which he is Treasurer.

On September 3d, 1877, Dr. Keeney was united in marriage to Miss Fanny B. Whiting, daughter of Mr. Charles Whiting, of Mystic, Connecticut. They have two children living,



DOCTOR WALLACE B. KEENEY,
One of New London's Leading Dentists.

Picturesque New London.

GEORGE CURTIS MORGAN, a lineal descendant of Richard Morgan, one of the seventy-seven original patentees of the town of New London, and son of Elias F. Morgan of New London, was born in New London, November 5th, 1870. After graduating from the public schools of his native city, he attended Harvard University, pursuing special courses in the academic department in connection with the law studies, and graduating from the law school of that institution in 1894. In February, 1893, he was admitted to the practice of law before the courts of Massachusetts at Boston, Suffolk County, and was admitted to the courts of Connecticut January 5th, 1895.

Acting upon the suggestion of Walter S. Carter, of New York, senior member of the firm of Carter, Hughes and Dwight of New York City, whose counsel and advice to the younger members of the profession have made his assistance in this direction a matter of national repute, he commenced the practice of his profession in New London, and from the first has met with deserved success.

In January, 1897, he was married to Nancy Lee Brown, daughter of Edward T. Brown, President and Treasurer of the Brown Cotton Gin Company.

In politics Mr. Morgan is of the Republican faith, but at all times has

manifested strong independent tendencies when the welfare of the city and the best interests of his party demanded such a course. The exercise of this predominant characteristic has called forth at times a certain amount of criticism from a small coterie of his party, but has never failed to win for him the respect and commendation of the citizens at large, regardless of party affiliations, as has been amply attested by the popular vote on at least three different occasions. In 1895 he was elected a councilman for three years, and again, in 1898, he was chosen to serve the city for a like term. In 1899 he projected and carried to a successful issue the division of the city into wards. This measure met with the usual opposition which is wont to assert itself upon the agitation of any innovation, but the general favor with which the proposition was received is demonstrated by

the fact that but seventy votes out of eleven hundred were recorded against it. The bill has stood the test of practical utility, and stands as a testimonial to the disinterestedness of Mr. Morgan's public service. In 1897 he was elected alderman under the new system, to represent the third ward for the term of three years.

Mr. Morgan's suite of offices are in the Neptune Building, located on State Street. His clientage is a large and rapidly increasing one.



GEORGE CURTIS MORGAN,
Counsellor and Attorney at Law.



RESIDENCE OF WALTER LEARNED—BROAD STREET.

Chapter VIII.

NEW LONDON OF TO-DAY.

SOME ELEGANT AND SUBSTANTIAL RESIDENCES OF THE CITY AND ITS SUBURBS—PUBLIC PARKS AND OUTING SPOTS—PLACES OF AMUSEMENT.

NEW LONDON HAS MANY, VERY MANY, PLEASANT FEATURES. The city and its suburbs are in numerous ways greatly favored. Her old, historic spots, renowned in history, and dear to the hearts of all who love to think of the part the old town played in the early struggles of the country; her peaceful harbor and excellent bathing beach, the delightful scenery round-about, are some of the advantages that make New London a popular and much sought city. Popular not only as a place of summer recreation, but as a favorite residential city as well. The broad, shaded

streets of those sections in which the better class of residences may be found, are ideal for the purpose. And it is noteworthy that New London is eminently a city in which fine streets and comfortable, roomy residences abound.

Many of the old homesteads speak eloquently of the magnificence of their architecture in the period in which they had their beginning. They are silent witnesses, too, to the city's earlier enterprise and thrift, and to the fact that for many years New London has possessed rather more than her share of citizens of liberal

Picturesque New London.

and independent fortune. This is especially true of many of the inhabitants of to-day, some of them descendants from the time old families that in past generations made New London famous. But not a few are more or less recent acquisitions: people of refinement and wealth, who, appreciating the city's desirability as a place of abode, have established here permanent residences. The result is that both the son of the old New

London called "the Pequot Colony," has its location in the southern portion of the city, near that famous summer hotel, the Pequot House, and Ocean Beach. Here many wealthy people from New York City make their residence: some for the warm season only, and some during the entire year, travelling to and fro between New London and the Metropolis, as duty or pleasure calls.

Many of the residences in the



RESIDENCE OF MRS. MARTHA S. HARRIS,
Broad Street.

Londoner, and the newcomer, appear to have vied with one another in erecting elegant and modern dwellings.

In New London the observer is impressed by the amount of breathing space, as it were, allotted to each residence. Nearly every one has a generous front, side, and rear yard: and in the summer season their green and well kept lawns present a beautiful appearance. In very truth, New London might be aptly called the City of Delightful Residences.

The charming suburb of New

Pequot section are very fine, and bespeak wealth and culture. It is the yearly custom of not a few celebrities and generally notable people to spend at least a portion of the summer here. And then, with their handsome equipages on the smooth drives, and the magnificent steam yachts in the offing, the scene is a gala one indeed.

To drive or saunter about New London on a pleasant day, and to observe, among other points of interest, its homes, some of them possess-

Picturesque New London.



WILLIAMS MEMORIAL PARK,
Broad and Hempstead Streets.

ing an air of roomy comfortableness that tells of a past generation, and some very fine in their triumph of modern architecture, is to derive much of profit and pleasure. Following, are noted a few of the more preten-

tious, substantial, and commodious residences that would attract the eye on such a tour of the city: On Hempstead Street, near "Ye Antientest Buriall Ground," a spot to which attaches much that is of Revolutionary



WILLIAMS PARK,
Broad, Williams, and Channing Streets.

Picturesque New London.



RESIDENCE OF MRS. WILLIAM E. FAITOUTE—OCEAN AVENUE.

The Residence of Mrs. William E. Faitoute, Daughter of D. W. Gardner, adjoins the Old Homestead of the Family. Its vicinity is made memorable by the capture of Mrs. Faitoute's Grandfather, who was taken Prisoner by the British, and Conveyed to Halifax, where for months he Languished in Prison. In Mrs. Faitoute's Possession are the Portraits of Three Generations, the Oldest dating its Existence from a Period more than One Hundred and Fifty Years Remote. These Portraits impress the Beholder with the awe of a Dignified and By-gone Age.

interest, is the fine Colonial mansion, with its spacious grounds, owned and occupied by Hon. Augustus Brantdegee.

Northeast from here, on Main Street, and hard by the "Old Towne Mill," is the residence of Gilbert Bishop, a retired merchant of New London. Leaving the old mill, and following Main Street to the north, and then Williams Street to the

south, one soon comes to the large modern residence of James Hislop, the dry-goods merchant, at the corner of Williams and Vauxhall streets. Near Mr. Hislop's residence is that of F. S. Newcomb, which is one of the largest and most noteworthy in this vicinity. Just north of Mr. Newcomb's residence is Post Hill, a section which comprises many beautiful dwellings. Notable



THE GARDNER HOMESTEAD.

The House Known as the Gardner Homestead is a Relic of a Past Generation. It was re-built after the original model by the Late Owner, Douglass W. Gardner, in 1870. Several Relics of Historic Interest Connected with this Old Place are a Belt Buckle, Bearing the Initials of King George and the British Coat of Arms, and Indian Arrow Heads and Banner Stones used by the Various Tribes as Signals.



RESIDENCE OF JAMES HISLOP — VAUXHALL AND WILLIAMS STREETS.



RESIDENCE OF HON. GEORGE F. TINKER,
Franklin Street.



RESIDENCE OF FANNY M. JEROME,
Ocean Avenue.

Picturesque New London.

among these, particularly for its unique and striking architecture, is that of Louis R. Hazeltine, of the firm of Donnelly & Hazeltine, architects.

On the corner of Channing and Vauxhall streets one observes with interest the fine grounds and mansion of Ex-Governor Thomas M. Waller. Further south on Channing Street are the modern and noticeable residences of John B. Leahy and Morris W. Bacon, and to the east, on Granite Street, is the large, conspicuous residence of James H. Newcomb. At the junction of Broad and Channing streets, well back in its extensive grounds, is one of the largest residences in the city, that of Annie R., widow of the late Elias F. Morgan; and nearly opposite, on Broad Street, are the fine residences of Mrs. W. W. Sheffield, Arthur Keefe, Henry C. Weaver, C. D. Boss, and Captain Samuel Belden. These houses are representatives of the better class of New London dwellings.

To the eastward, on a commanding eminence, is the palatial residence of Mrs. Martha S. Harris, widow of the late Jonathan Newton Harris. With its spacious grounds, sloping lawns, and beautiful conservatories, it is one of the finest residential estates in Eastern Connecticut. Following Broad Street westward, past the Second Congregational Church, one will note with interest its fine parsonage, the residence of Rev. J. W. Bixler, Pastor of the church. Just east of the parsonage, on Broad Street, is "Mt. Vernon," the residence of Elisha Palmer, so called from its resemblance to General Washington's famous manor house. In the immediate vicinity, also on Broad Street, are the substantial residences of Frank L. Palmer and Walter Learned.

VIEW AT OCEAN BEACH, SHOWING A NUMBER OF SUMMER COTTAGES, WITH THAT OF EX-GOVERNOR THOMAS M. WALLER IN THE LEFT FOREGROUND.





RESIDENCE OF GILBERT BISHOP—152 MAIN STREET.



RESIDENCE OF THOMAS F. FORAN—CORNER OF HUNTINGTON
AND HILL STREETS.



PARSONAGE OF THE SECOND CONGREGATIONAL CHURCH,
5 BROAD STREET.

Erected by Mrs. Martha S. Harris as a Memorial to Her Husband, the Late Jonathan Newton Harris, in 1897.



RESIDENCE OF EX-GOVERNOR THOMAS M. WALLER—CHANNING STREET,
CORNER OF VAUXHALL.

Picturesque New London.



RESIDENCE OF MORRIS W. BACON—2 CHANNING STREET.

Hard by, on Huntington Street, at the head of State, stands one of the finest mansions in New London, the residence of Mrs. Elizabeth Williams, widow of the Late Hon. Charles Augustus Williams.

North of State Street, on Huntington, is a noteworthy brown stone house, the residence of Dr. J. G. Stanton; and nearly opposite, on the western side of Huntington Street, are the spacious lawns and large modern dwellings of Messrs F. H. and A. H. Chappell. Further north, nearly opposite the Bulkeley High School, is the residence of Thomas F. Foran, of the Foran Furniture Company. Returning southward on Huntington Street, and thence eastward on Federal, one observes the residence of Rev. S. Leroy Blake, D. D.; the fine edifice of the St. James Episcopal Church; the residence of its Rector, Rev. Alfred Poole Grint, Ph. D., and opposite the church, the fine estate of Dr. Frederick Farnsworth.

The lot on which Dr. Farnsworth's house stands underwent an historic realty transfer in the year 1795, when it was purchased from Richard W. Carkin by Nathaniel Ledyard, for £120. In this house, in 1829, was born the late Mayor Charles Augustus Williams.

Following Federal Street eastward, to its junction with Main, the observer cannot fail to notice the large, substantial residence of Sebastian D. Lawrence, and just north, on Main Street, that of Sidney H. Miner. To the northward, on North Main Street, are the well kept grounds and elegant residence of Mrs. Harriet Allen, widow of the late James Allen; and a short distance beyond is "Hillside," which comprises the fine residence, buildings, and farm of Ray Lewis.

Riverside Park, on Mohegan Avenue, is a short distance beyond on the line of "The Norwich Trolley." The views from the high lands along this section are superb.



RESIDENCE OF HON. AUGUSTUS BRANDEGEE—12 PLEASANT STREET.



RESIDENCE OF JOHN B. LEAHY—4 CHANNING STREET.



RESIDENCE OF ALTON T. MINER—38 CRYSTAL AVENUE,
EAST NEW LONDON.



THE PEQUOT CASINO—PEQUOT AVENUE.

Home of the Pequot Casino Association, Organized July 12, 1890, and one of the Leading and Most Exclusive Social Organizations of New London. President, W. Appleton; Treasurer, O. Banks, Jr.; Secretary, E. T. Kirkland; Superintendent of Casino, G. T. Salter.



RESIDENCE OF STEPHEN GARDNER—OCEAN AVENUE.



SOLDIERS' AND SAILORS' MONUMENT.

ON THE PARADE, NEAR THE UNION DEPOT.

The Monument is a Fine Tribute to the Brave Men Who on Land and Sea Have Represented New London
in Our Country's Battles. It was Generously Presented to the City in 1896
by Sebastian D. Lawrence, Esq.



STATION OF THE NEW YORK YACHT CLUB,
Showing in the Background the Residence of Colonel A. C. Tyler, Pequot Avenue.

Chapter VIII.

NEW LONDON OF TO-DAY.

SOME FINE RESIDENCES ON MAIN, HUNTINGTON, JAY, FRANKLIN, AND BLACKHALL STREETS, OCEAN, AND OTHER AVENUES—THE PEQUOT COLONY—RECREATIONS AND AMUSEMENTS.



JAMES H. NEWCOMB.
One of the Former Merchants of New London.

From the section of Main Street, near the residence of Sebastian D. Lawrence, one may easily reach East New London, a pleasant suburb of the city

proper, in which are several residences that will attract attention, among them being those of A. T. Miner and the Misses Antoinette A. and Jennie E. Williams. Returning to that portion of the city about Huntington, Jay, Franklin, Hempstead and Blackhall streets, one is impressed by the number of remarkably comfortable dwellings and finely kept lawns and grounds. Near the Public Library and old Court House, on Huntington Street, is the residence of Charles B. Jennings, Acting School Visitor of New London. At the corner of Huntington and Jay streets is the residence of Dr. C. F. Ferrin, at number 16 Jay Street, that of John McGinley, Postmaster of New London, and on Franklin Street, corner of Cottage, that of Hon. George F. Tinker. The residences of I. U. Lyon

Picturesque New London.

and H. O. Burch, on Blackball Street, and that of J. J. Ryan, on McDonald Street, are witnesses to the completeness of the builder's art.

From this section of the city, to the southward, stretches Ocean Avenue, one of the finest of New London's thoroughfares. It is wide, smooth and hard, and is lined on either side by many attractive dwellings and inviting grounds. Among them will be noticed some that possess more than ordinary interest. That of Mrs. William E. Faikutte, and in the grounds surrounding it, the old Gardner Homestead; the residence of Stephen Gardner, and that of Fanny M. Jerome, further south on Ocean Avenue, are among those to elicit more than a cursory glance. Adjacent to this part of the Avenue is the "Pequot Colony," the summer residence of many people of wealth and fashion. Here are numerous homes of taste and culture, and several that are really sumptuous, and in size and furnishings, veritable palaces. The residence of Colonel A. C. Tyler, on

Pequot Avenue, is one of the most elaborate in the State. The summer residence of R. T. McCabe, which is located on an eminence commanding a fine view of the ocean, is a modern structure of great size and beauty. The mansion of E. Francis Riggs, of Washington, D.C., recently constructed after plans by the New London firm of architects, Messrs Donnelly & Hazeltine, is well-nigh a marvel in immensity of design and completeness of construction. It is a notable addition to the most ornate residences of New London and the "Pequot Colony."

From this district center of the city through Ocean, Pequot, or Montank Avenue. Should the latter or, in fact, either of the others be the route chosen, one would have yet another opportunity for the observation of many commodious dwellings, indicative of prosperity and refinement. On several of the minor streets, also, may be seen

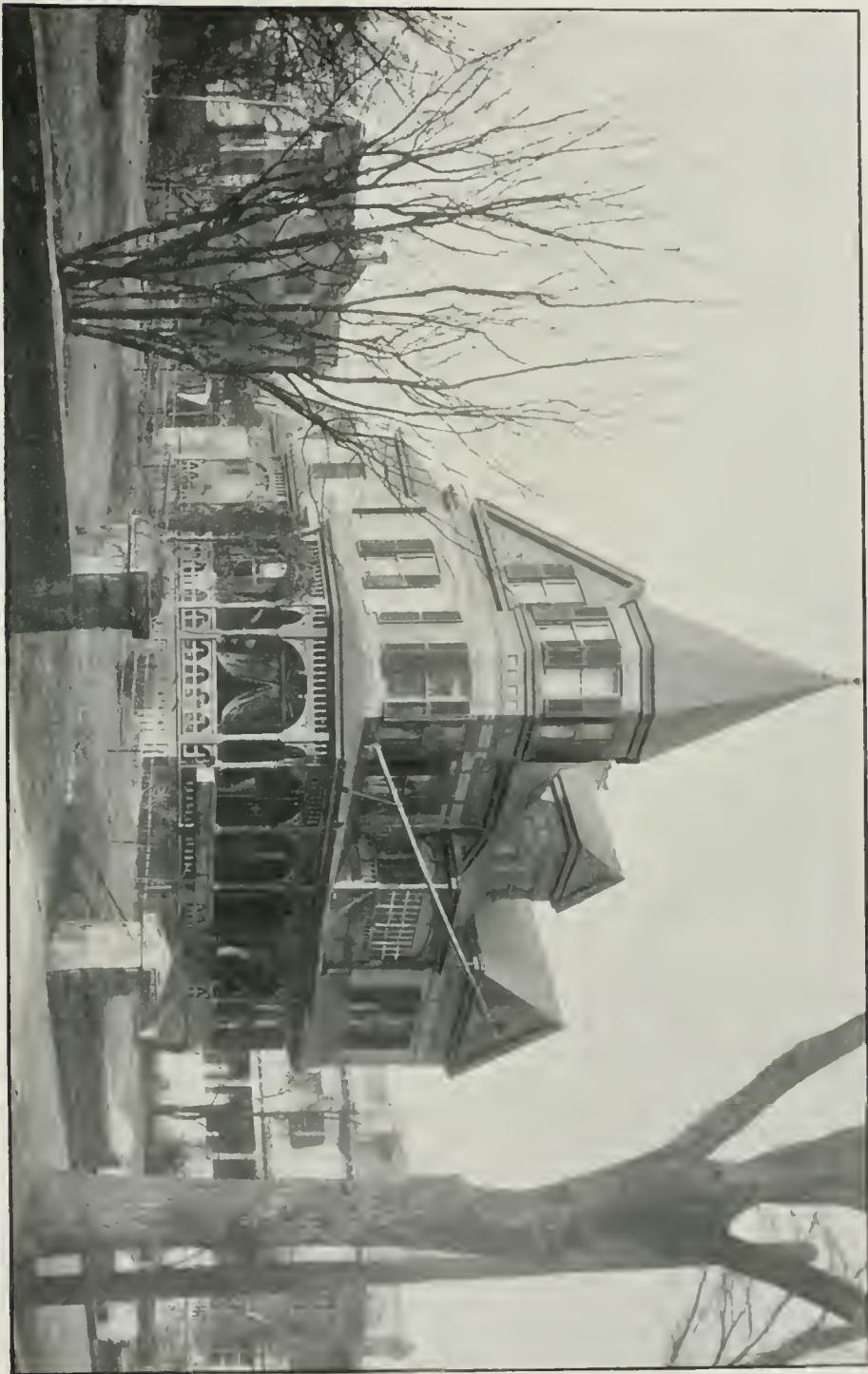


RESIDENCE OF CAPTAIN FRANK H.
BECKWITH—26 WILLETS AVENUE.



RESIDENCE OF IRVIN U. LYON
64 BLACKHALL STREET.

RESIDENCE OF HENRY C. WEAVER — 38 BROAD STREET.



Picturesque New London.

and much used highway connecting Pequot and Montauk avenues, he would be quite certain to note the residences of Charles F. Edney and Captain Frank H. Beekwith, two houses conspicuous for their location and for the admirableness of their general appearance.

Such a round of the residential portions of New London would be sure to result in enthusiastic approval of its fine residences and pleasant homes; but more than one inspection

Granite, and Channing streets, is Williams Park, presented to the city in 1858 by General William Williams, of Norwich, as a memorial to his son, Thomas W. Williams, a former merchant of New London.

Just beyond the Pequot section is Ocean Beach—one of the finest on the coast—and Ocean Beach Park, city property with a large private ownership in handsome cottages. This outing spot is constantly growing in importance. Thus the city is well



RESIDENCE OF ARTHUR KEEFE—40 BROAD STREET.

should be made in order to adequately appreciate the city's advantages and opportunities as a place of charming dwellings and elegant residences.

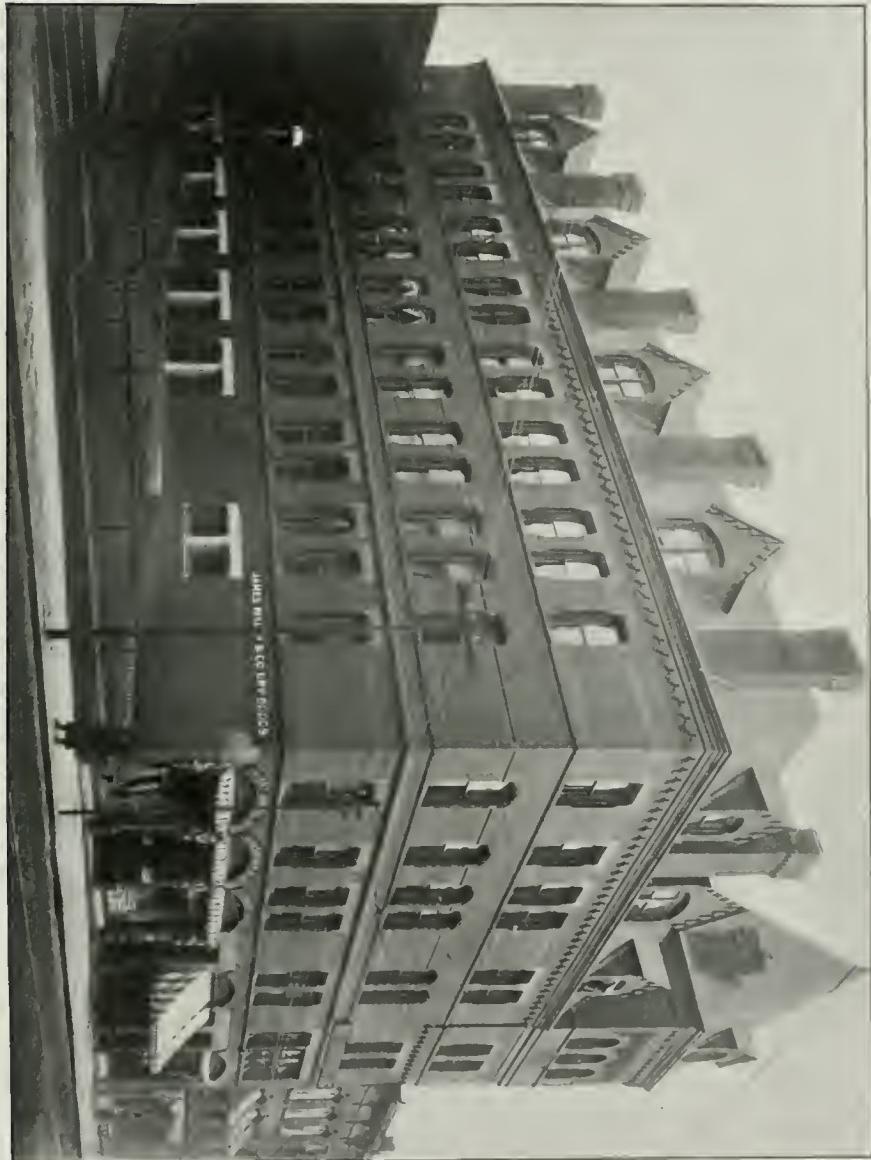
It is the good fortune of New London to possess several delightful outing spots and breathing places. On Broad Street, bounded on its western margin by Hempstead Street, is Williams Memorial Park, which owes its existence as a public playground to the late Hon. Charles Augustus Williams. Further north on Broad Street, surrounded by Broad, Williams,

provided with advantages for summer recreation and diversion.

For opportunities of amusement during the winter season, New London has the Lyceum Theatre, the New London Opera House, and the various entertainments held in Lyric Hall, State Street, and in Lawrence Hall, Bank Street. The Lyceum Theatre, of which Ira W. Jackson is Lessee and Manager, is the principal playhouse of the city, and one of the best in Connecticut. In all its appointments it is thoroughly convenient and modern.

THE HARRIS BUILDING - STATE STREET.

Erected by the Late Jonathan Newton Harris, Who at His Death Generously Left its Entire Income in the Hands of Trustees,
to be Used Solely for Educational, Charitable, and Benevolent Purposes.





RESIDENCE OF J. J. RYAN—McDONALD STREET.



"HILLSIDE," RESIDENCE OF RAY LEWIS—NORTH MAIN STREET.



LYCEUM THEATRE - WASHINGTON STREET.

Ira W. Jackson, Lessee and Manager.



LYRIC HALL—241 STATE STREET.

C. M. Brocksieper, Lessee and Manager.



INTERIOR OF LYRIC HALL—241 STATE STREET.

Lyric Hall is Under the Management of Charles M. Brocksieper, 241 State Street, to Whom All Inquiries as to Rental Should be Addressed. It is an Admirable Place in which to Hold Dances, Parties, or Entertainments of Any Description.



RESIDENCE OF ROBERT COIT — FEDERAL STREET.



RESIDENCE OF DR. FREDERICK FARNSWORTH 25 FEDERAL STREET.



RESIDENCE OF LOUIS R. HAZELTINE, ARCHITECT—POST HILL.

This Attractive Home was Designed by Mr. Hazeltine, of the Firm of Donnelly & Hazeltine, Architects, and Although of Modest Proportions, Reflects Credit upon His Professional Skill. Mr. Hazeltine has Designed Some of the Finest Residences in the Country for Men of National Reputation. Among Whom are the Following: R. A. McCurdy, President of the Mutual Life Insurance Company of New York; R. A. Granniss, Vice-President of the Same Company; D. H. McAlpin, W. B. Skidmore, Julius Catlin, W. B. Deming and Henry D. Noyes, all of New York City; and Dudley Duyckinck, of Riverside, California.



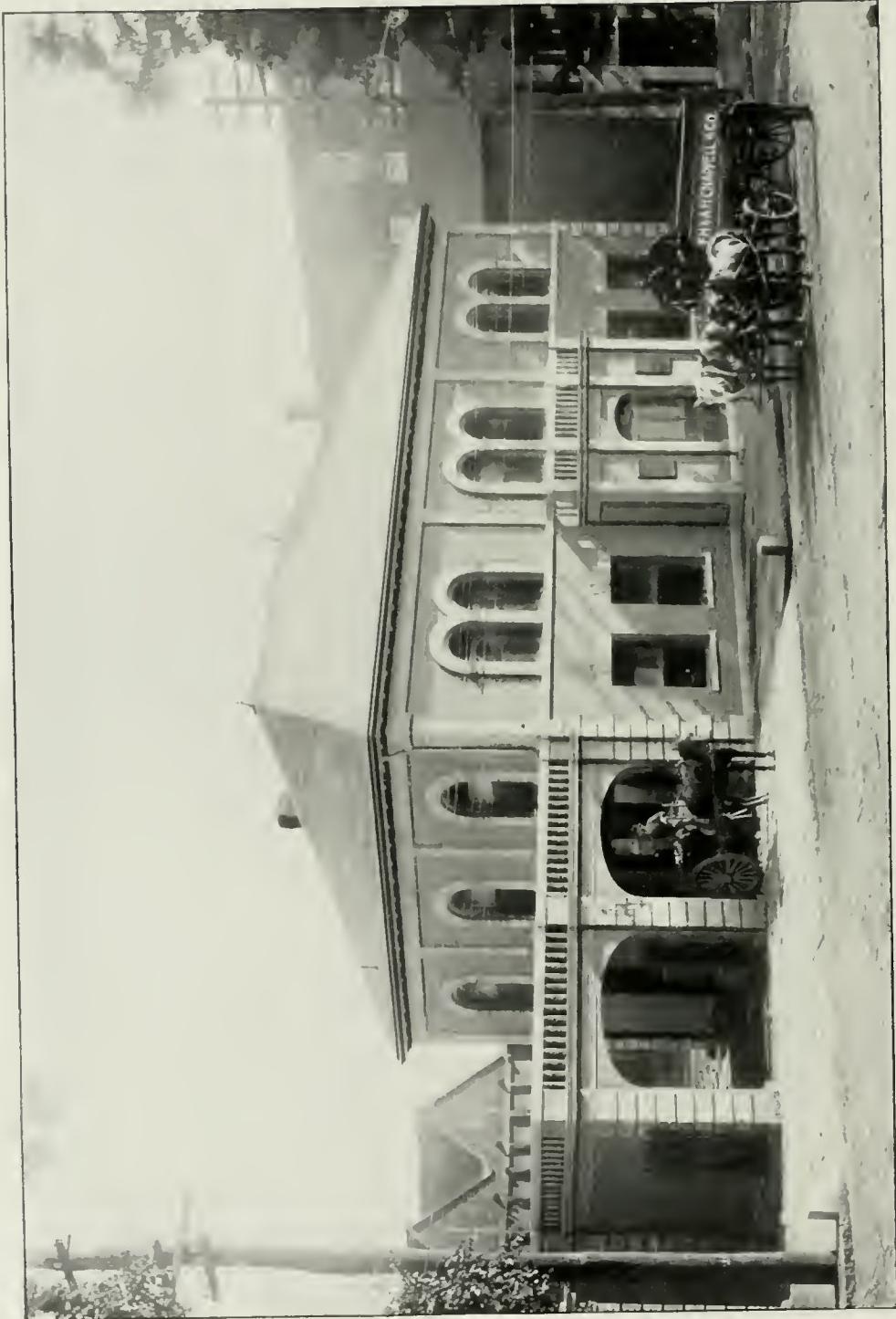
RESIDENCE OF J. E. ST. JOHN,
Montauk Avenue.



HEADQUARTERS OF NAMEAUG
FIRE ENGINE COMPANY,
Masonic Street, Near City Hall.



RESIDENCE OF JAMES NEWCOMB - GRANITE STREET.



OFFICE BUILDING OF THE F. H. & A. H. CHAPPELL COMPANY — BANK STREET.



MORRIS W. BACON'S MARBLE BLOCK — 126 STATE STREET.

Chapter IX.

NEW LONDON OF TO-DAY.

COMMERCIAL INTERESTS—NEW LONDON AS A TRADE CENTER—BUILDING ACTIVITY—MERCANTILE ENTERPRISE—PRINCIPAL BUSINESS MEN AND PROMINENT CONCERNs.

THE COMMERCIAL SPIRIT OF NEW LONDON is indicative of energy, progress, and justifiable faith in the city's evolution and lively future. Year by year the firmness of the business tone increases. Property values have lately been greatly enhanced, much productive

activity. Realizing this, appreciative of the bright prospects and healthy growth of the city, new trade concerns have located here, and others will follow. As a trade center New London is favorably situated. The city's population by no means represents the entirety of its resource. One of the county-seats of New London County, it draws from the country districts, hamlets and townships for miles in each direction. During the recreation period of the summer season, when the majority of cities throughout the country are in a greater or less state of business inertia, New London, even more than customarily, enjoys a liveliness in trade and commercial pursuits. This is due to the proximity of the "Pequot Colony," one of its suburbs, and a delightful and popular warm weather resort, and to the surpassing excellence of Ocean Beach for bathing and summer outing privileges.



CHARLES B. WARE,
A Prominent Clothing Merchant of
New London.

property created, and the population added to by the recent and almost unprecedented access of building

Picturesque New London.

CHARLES B. WARE, dealer in clothing, hats and furnishings, at 52-56 State Street, New London, was born in Worcester, Massachusetts. He is a descendant of General Nathaniel Greene, of Revolutionary fame, who was instrumental in saving Washington's army at the Battle of Brandywine. Mr. Ware is one of the oldest and most successful merchants in New London. His success has been fully earned, as he commenced active life entirely without means, and with no other assistance than a clear brain, uprightness and firmness of purpose, and inflexible determination. In the sense indicated by these circumstances and qualifications, he is a self-made man. He established his business in 1870, at its present location, and has watched its continued growth with commendable pride and interest. His business methods and his attitude towards the public have ever been characterized by courtesy and fairness. The stock carried at his store is an immense and varied one, and the quality and prices satisfactory and right. From the adjacent countrysides and villages, as well as from the city itself, much of his trade is drawn. That he possesses the confidence and good will of his patrons is demonstrated by their successive dealings with him.

Mr. Ware is prominent in the circles of both the Masons and Odd Fellows. In 1887-88 he was at the head of the Masonic Fraternity in Connecticut, as Grand Commander Knights Templar. In 1890 he was made Colonel of the Second Regiment, Patriarchs Militant, of the I. O. O. F., and was Grand Master of the State in 1892. It was in that year that the property for "Fairview," the Odd Fellows' Home of Connecticut, of which he is President, was purchased. He has served three terms in the Court of Common Council, was for two years President of the New London Board of Trade, and for a number of years has been on the staff of the Governor's Foot Guards.

GEORGE H. HOLMES, CONTRACTOR AND BUILDER, was born in New London in 1852, of good New London lineage, a descendant of the Comstocks. Since his birth his native city has been his home. His wife, Della S. (Moore) Holmes, is also of New London parentage. Her father, Perry Moore, was a well known newspaper man, and printer of "The Morning Chronicle" and "The Evening Star" during, and subsequent to, the Civil War. Among many creditable buildings constructed by Mr. Holmes are the following: The new villa of E. Francis Riggs, corner of Ocean and Glenwood avenues; the home of A. C. Fuller, residence of Louis R. Hazeltine, the Johnston Block, the Armstrong double cottage, the cottage of Charles Y. Cornell, twelve of Ex-Mayor Johnston's modern cottages, and a number of Mrs. S. Russell's flats on Huntington Street. Mr. Holmes has supervised the construction of about 100 New London buildings. His residence, which is connected by telephone, is at number 8 Front Street.

THE BISHOP LUMBER AND COAL COMPANY, located at 61, 63 and 65 Water Street, is one of the oldest establishments in the city. Its President, Mr. Gilbert Bishop, with his brothers, organized the business in 1847. The firm manufactures sash, doors, blinds, and outside finish, and deals in lumber, coal, and building materials. By additions to its force of skilled workmen, and of improved machinery to its facilities, this company is prepared to meet the increasing demands of a rapidly growing city.

AT 420 BANK STREET, New London, is the office of L. A. Comstock, dealer in coal, wood and kindlings. Mr. Comstock's methods of square dealing and promptness have won for him the confidence of the community. His mercantile experience has been extensive. Seventeen years ago he established his coal business in New London. He pays strict attention to the thorough screening, and to the expeditious and proper delivery of his coal.

Picturesque New London.



HEADQUARTERS OF THE BISHOP LUMBER AND COAL COMPANY,
61-65 WATER STREET.

THE FINEST BUSINESS BLOCK in Eastern Connecticut devoted exclusively to the furniture business, was built in 1891 by the PUTNAM FURNITURE MFG. COMPANY for the accommodation of its increasing business, which in less than two years had outgrown the premises in which it was established in 1889 by Nelson S. Putnam and George N. Putnam. The foremost position this house has always held in New England is due to its enterprising, ambitious, aggressive policy, which is

so well known to the wholesale trade that they always give this company the exclusive sale in New London of goods of superior merit in all lines, such, for example, as the Acorn Ranges and Eddy Refrigerators. The Putnams sell either for cash or on their own unsurpassed system of easy payments, and their prices are always the lowest at which furniture of genuine merit can possibly be sold. A visit to their extensive warerooms is a genuine treat for lovers of fine furniture.



THE BIG BLUE STORE,
312 Bank Street.

Picturesque New London.

In 1892 THOMAS F. FORAN, of Cunningham & Foran, furniture dealers in Danbury, Connecticut, disposed of his interest in that firm, and removed to New London, where he immediately established the FORAN FURNITURE COMPANY, with headquarters in the Day Building, 244 to 250 Bank Street. The Foran Company is one of the most enterprising and finely equipped furniture and house furnishing emporiums in the State. There is nothing desirable in the way of useful and beautiful home appointments that may not be found here. The stock carried is of the finest quality; fresh, modern, and complete in every detail. In addition to its immense sales-and ware-rooms in the Day building, which occupy four floors and a basement, the company has possession of the old Trumbull House, on Bank Street, which it utilizes for storage purposes. Thus the amount of floor space requisite for the transaction of its large and growing business com-

prises some 25,000 square feet. The popular and celebrated Magee Range, which for thirty-five years has found in New London an appreciative field of sale, and the ever reliable "Glenwood" and "Household" ranges, are fixtures of this company's stock. The installment method of the Foran Company is unrivaled, and it cordially invites the patronage of those about to commence housekeeping, or who are considering adding to or refurbishing the home. It carries a full line of carpets, oil cloths and linoleums, and employs a competent man, Mr. F. A. Beach, who has charge of the carpets, draperies and window shades. The company also employs two upholsterers and a cabinet maker. A department to which it gives particular attention is that of general funeral furnishing, undertaking and embalming. Mr. Foran is a graduate in embalming, and in 1888 was granted a diploma by the N. Y. Oriental School of Embalming.



Interior of Grocery Department.



Interior of Meat Department.

J. R. AVERY'S PROVISION STORE—19 BROAD STREET.

Mr. Avery Established His Business at its Present Location in April, 1886. A Veteran of the Civil War, He Enlisted in the 21st Regiment, Connecticut Volunteers in 1862, and Served Three Years

Picturesque New London.



INTERIOR OF DABOLL & FREEMAN'S GROCERY STORE—148 STATE STREET.

HENRY S. DORSEY, a native of New London, conducts a grocery and provision business at the corner of Truman and Blinman streets. He carries the finest quality of goods at the lowest prices, and successfully endeavors, in every approved manner, to satisfy and retain his customers. His store is of generous size, and his stock complete. Mr. Dorsey is an Alderman from the Fourth Ward, and Major of the Third Regiment, Connecticut National Guard. His orders are promptly filled, and his patrons treated with fairness and consideration.

A RELIABLE DEALER in groceries, provisions, and fine ales, wines and liquors for family use, is Thomas R. Murray. His store is at number 4 Truman Street, where he carries an adequate stock, of good quality. He delivers goods with promptness, and in first-class order, and is fair and honorable in his dealings. Mr. Murray was born in New London. He established his present business in 1890. In politics he is Democratic, and represents the Fourth Ward as an Alderman. He is courteous, obliging, and enjoys the good-will of the public.

G. M. LONG & COMPANY embarked in the oyster business at the foot of State Street, near their present location, in 1868. Oysters were then freighted in schooners by the cargo from the Chesapeake, and were opened and distributed to different points in the New England States. In 1875 the firm established an oyster house in Crisfield, which was continued in connection with the New London business until 1888. In 1885 they bought the Henry Chapel wholesale and retail fish business, then the largest in Connecticut. They also purchased fine wharf property, to which they moved their oyster business, where, in conjunction with the selling of fish, they carried it on until 1898, when the property was condemned for railroad purposes. They then removed to their present location. They are proprietors of the Rocky Point Oyster Company, largest wholesale oyster dealers in Providence. This company has over 300 acres of oyster ground under cultivation in Narragansett Bay and Kickemuit River, and operates two steamers in catching, and carrying the oysters to its oyster house, 700 Wickenden Street, Providence.

Picturesque New London.



TAILORING ESTABLISHMENT OF
GEORGE S. GOLDIE,

Crocker House Block, State Street.

NEARLY FIFTY YEARS AGO, M. S. Daniels established a wholesale grocery, provision and flour business on Canal St., Providence, R. I. In 1860 James Cornell became associated with him under the firm name of M. S. Daniels & Co. Later Mr. Daniels built the Daniels Building on Custom House Street, to which the business was moved, and the name changed to Daniels & Cornell. In 1884 Charles B. Humphrey and Howard P. Cornell were admitted to partnership, and the name became Daniels, Cornell & Co. This concern, in 1889, with William F. Whipple, established the house of the Daniels, Cornell Co., Worcester, Mass. In 1890, with George W. Barber, they organized the Daniels, Cornell Co., of Manchester, N. H. In May, 1892, Daniels, Cornell & Co. established the New London House, with A. B. Burdick, Manager. In May, 1899, the Providence establishment became Humphrey & Cornell, and the New London House at this time adopted the same firm name, Mr. Burdick being retained as Business Manager. Humphrey & Cornell carry a full line of groceries, provisions and flour, and are sole agents for the celebrated "Laurel," "B. M. C. Best," and "Colton Peerless" flours.

THE FIRM OF KEEFE, DAVIS & COMPANY, wholesale and retail dealers in staple and fancy groceries, canned fruit, fine wines and liquors, has its location at 125 Bank Street. Among the prosperous business houses that have made New London well known as a trade center, this concern is one of the foremost and most progressive. The business was established by Hon. Cyrus G. Beckwith, ex-mayor of New London, in 1879. Mr. Beckwith was the sole proprietor until 1884, when Mr. Arthur Keefe—now senior member of the firm

became associated with him. The original location was the first floor of a wooden building at the corner of Bank and Pearl streets, since razed to make room for a more pretentious brick structure. In 1888 the rapidly growing business of Beckwith & Keefe necessitated ampler quarters, which were secured in the building now utilized by the present firm. This situation is very central, and its occupation has been marked by constantly increasing trade. In 1894 Mr. Beckwith withdrew, and for about a year subsequent—when he admitted to partnership one of his oldest employes, Mr. Frederick H. Davis—the business was conducted solely by Mr. Arthur Keefe. In January, 1901, Messrs. Keefe & Davis took Mr. Frederick J. Clancy, their head book-keeper into the firm, thus evidencing their appreciation of his long and valuable service, and changing the firm name to Keefe, Davis & Company. In the four floors they occupy at 125 Bank Street, and in the three floors of a brick building they have erected in the rear, are comprised 38,082 square feet of floor space. Eighteen courteous and capable assistants are employed. This is the largest wholesale and retail grocery house in Eastern Connecticut. The goods are all carefully selected, and by reason of the enormous quantities continually disposed of, are to be had at the very lowest prices. The firm's facilities for handling, storing, and delivering goods are admirable.

Picturesque New London.

DR. J. EUGENE UNDERHILL was born in Orange County, Vermont, in 1851, and went with his parents six years later to Illinois, where he subsequently engaged with his father in stock raising. Later he went to Iowa in the same business and for ten years was engaged in stock raising in Southwestern Kansas. He is thus thoroughly conversant with animals and their ailments. He went to New York State in 1888 and was engaged in selling and handling

imported horses. In 1890 he began his studies as a veterinarian at the Ontario

Veterinary College at Toronto. After graduating with honors he located in

New London. His real worth was soon recognized and his services are now in much demand, his patrons knowing that the Doctor is a perfectly reliable man and skilled in his profession. Dr. Underhill was married to Miss Jennie E. Barnes at Burdette, Kansas, in 1880, and has a son now 13 years of age. The Doctor is a member of Mohegan Lodge of Odd Fellows, the New

England Order of

Protection, and of the Second Congregational Church.



DR. J. EUGENE UNDERHILL,
Veterinary Surgeon and Dentist, Howe's Stable,
Green and Golden Streets.



SCHWANER'S CITY MARKET, 20 MAIN STREET—
C. HENRY SCHWANER, PROPRIETOR.

Picturesque New London.



BAIER'S BAKERY—468 BANK STREET.

Established in 1895. Frank A. Baier, Proprietor. Mr. Baier's Home-Made Bread is the Best in the City. From his Store or Wagons may be Procured the Finest and Freshest of Everything in Bakery.

AT THE OCEAN BEACH PAVILION one may enjoy an appetizing repast. Mr. A. H. Wilkinson serves every day excellent shore dinners, steamed clams, broiled live lobsters, confectionery, ice cream and soda water. Ocean Beach furnishes the best bathing on the coast.

MR. L. L. DION, recently of Norwich, purchased, a few months ago, the

shaving and hair dressing business at 24½ State Street, New London, which is conducted under his personal supervision. Mr. Dion is a skillful tonsorial artist, who adopts every possible means tending toward the

L. L. DION,
24½ State Street.

satisfaction of his customers.

E. D. STEELE'S CLOTHING ESTABLISHMENT in the Neptune Building, is a true representation of a modern metropolitan store. Occupying a fire-proof, centrally located block, and equipped with every appliance for display, and for comfort of patrons, it offers unusual opportunities in the clothing line.

THE CONVENIENCE of being directly served with staple commodities is a universally appreciated one. Thomas Fastovsky, dealer in kerosene oil, regularly supplies his customers at their homes. His residence is at 19 Hempstead Street, where a postal will reach him and elicit a prompt response.

THE NEW LONDON HAND AND STEAM LAUNDRY. Harvey H. Daniels, Proprietor, does first class work at popular prices. It gives particular attention to hand work, which many prefer to the steam process. Its teams call for and return the work at regular and frequent intervals. At this laundry one may have his linen laundered in either gloss or domestic finish, as desired. The laundry office is at 470 Bank Street.

THE CRYSTAL CANDY KITCHEN, 82 State Street, is under the proprietorship of Mr. S. Patterson. Here are manufactured daily, and sold at wholesale and retail, the finest quality of confectionery and ice cream. Mr. Patterson makes a specialty of catering for weddings, parties, and receptions.

Picturesque New London.

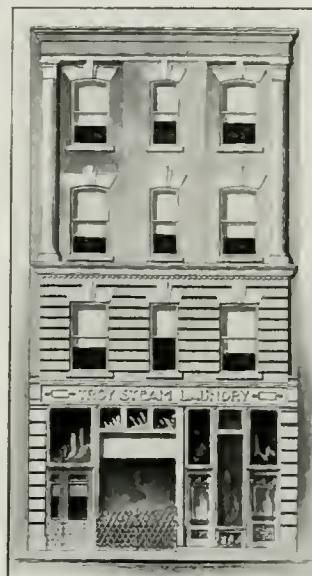
THE TROY STEAM LAUNDRY enjoys an enviable reputation for its fine quality of work, and for its ready and courteous service. Its present location is at 188 Bank Street. It will ere long, however, be installed in a fine new building nearly opposite, now in process of erection by Mr. Alex. Fournier, its proprietor. The policy of this laundry is superior work in whiteness and finish imparted, yet with an extraordinary minimum of wear and tear. From an economic standpoint this means much. And this quality, undoubtedly, has done a great deal to enhance the success of Mr. Fournier's business.

Alex. Fournier was born in Montreal. His education was secured in West Springfield, Massachusetts. He has had a vast amount of experience in the laundry business. His first establishment in this line was in Troy, New York, and he has also conducted similar enterprises in the cities of Springfield, Meriden, and Hartford. The Troy Laundry of Norwiche, Connecticut, is also his property. Each of his concerns possesses its teams for the collection and delivery of the laundry packages of its patrons. The telephone call of the New London city's buildings,

office is 87-6; that of the Norwich laundry, 29-5.

The new building undergoing construction on Bank Street, for occupancy by the Troy Laundry, is from plans by the architect, Mr. C. E. Fournier, who is second cousin to Mr. Alex. Fournier, and was born in Canada, in 1861. His education was completed in the Seminary of Ste. Marie de Monnoir, Province of Quebec. The first years subsequent to his seminary life were devoted to the dry goods business, which upon the death of his wife in 1891, he abandoned for the study of architecture. He is a member of the Association of Architects of the Province of Quebec. It is his intention, after the completion of the new laundry building, which exacts most of his

time as supervising architect, to establish in New London, offices for the pursuit of his chosen profession of architecture. The Laundry building is to be a four-story edifice of fine appearance. The architecture will be pleasing, and altogether the structure will be well built, and adequate to its purpose. It will reflect credit upon those having its construction in charge, and addition to the



NEW BUILDING OF THE
TROY STEAM LAUN-
DRY—BANK STREET.

Alex. Fournier, Proprietor. C.E. Fournier,
Architect.



ONE OF THE DELIVERY WAGONS OF
THE TROY STEAM LAUNDRY.

Picturesque New London.

THE NAME OF THOMAS HOWE is inseparably connected with the business of dealing in horses, carriages, etc., as well as with the general livery business in New London. Mr. Howe, at first as a member of the firm of Frank Howe & Son, and later under his own name, has conducted very large and successful dealings in this line for years. He keeps the best in horses, carriages, harness, and horse goods. He is noted for fair transactions. In the business community Mr.

Howe has always taken a leading part, and secures whatever comes into the market that is new and modern. Early in 1880, with his father, the late Frank Howe, he began business in the old Edgecomb property, Golden Street, later removing to his present stand at the corner of Green and Golden streets.

A livery, with the purchase and sale of horses, was the sole business for several years, until Mr. Howe, realizing that there existed a demand for the best in wagons and carriages, and also for the styles of vehicles that are manufactured only for first-class trade by large factories, added this branch, and has prospered in that department from the beginning. Success in his undertaking in the sale of carriages stimulated Mr. Howe to make still further extension of his business; and to that end he began the purchase of horses in large numbers from many sections

of the country in which they are bred extensively. Weekly and special sales at certain seasons of the year, principally by auction, have now been a feature for several years, and farmers, teamsters, drivers, and in fact all who use horses for business or pleasure, have become accustomed to regard his repository as the source of supply. Mr. Howe is an auctioneer of much ability and wit, and his sales constitute an entertaining phase of his business.

At his stable one may seeure a first-

class turnout or stylish equipage with which to enjoy the many pleasant drives in which New London abounds. At request a driver will be furnished who is thoroughly familiar with the most interesting and charming sections.

The horses and carriages of this stable are the best obtainable. The facilities for the accommodation of the public are extensive. The stable office is connected by telephone, and

calls for carriages of any description are promptly answered, and immediately and satisfactorily filled.

In addition to his finely equipped stable and repository at the corner of Green and Golden streets, Mr. Howe has a sale-stable on Bank Street, below Montauk Avenue. His sales are conducted in a manner to inspire the confidence of all who deal with him, and he exerts remarkable energy in securing the finest horses, and in looking after the interest of his patrons.



THOMAS HOWE,
Proprietor of Livery Stable and Carriage Repository.
Green and Golden Streets.



NEPTUNE BUILDING, AND STORE OF E. D. STEELE, CLOTHIER AND FURNISHER - STATE STREET.

Picturesque New London.

DR. CHARLES H. LAMB, veterinary surgeon and dentist, has his office at T. B. Earle's livery stable, 15 Golden Street, New London. He was born in Mystic, August 28th, 1859. In 1885 he moved to Groton, and began the study of medicine and the practice of veterinary surgery. Subsequently he studied under an eminent veterinarian in New York City. In 1888 he commenced actual practice as a veterinary surgeon and dentist. He was in 1889 appointed

President of the Connecticut Humane Society, and is its State Agent. He ranks with the most satisfactory and efficient of the Society's representatives. Dr. Lamb is an expert in the examination of stock for traces of the dread tuberculosis. He has been credited by the New London press with being one of the best veterinarians in the State. In methods and instruments he keeps abreast of the times, and his ideas and manner of their application are distinctly modern.



DR. CHARLES H. LAMB,
Veterinary Surgeon and Dentist, 15 Golden Street.

President of the application are

RAY LEWIS, proprietor of "Hillside," is well known to the people of New London, having conducted the milk business here for over twenty years. He is a native of Rockville, R. I. In 1897 he purchased "Hillside," where he erected a handsome dwelling house and modern barns. He was a selectman of the Town of Waterford from 1897 to 1898, and is a member of Pequot Lodge, No. 85, I. O. O. F.; Relief Lodge, No. 37, A.O.U.W., and Ledyard Council, No. 31, O. U. A. M.

JOSEPH BRADFORD, blank book manufacturer, paper ruler and book binder, conducts business at 85 Main Street, Norwich, Connecticut. He makes blank books to order, rules paper to any given pattern, and numbers in any colored ink desired, checks, notes, drafts, coupons, and tickets of all kinds. He makes a specialty of binding periodicals and newspapers in all styles, and furnishes back numbers for the completion of volumes. He also repairs and rebinds old and mutilated books.



FRANCIS P. D'AVIGNON,
MARBLE AND GRANITE
WORKS — 508 BANK ST..

Agent for and Dealer in Cemetery Vases.

Picturesque New London.

GEORGE G. AVERY, proprietor of the livery, hack and boarding stable at the corner of Main and Church streets, New London, was born in Montville, Connecticut, July 4th, 1861. He is a descendant from the Avery family of Groton, famous for the part they played in the troublous times coeval with the War of the Revolution. He is the son of Griswold G. and Cornelia Chappell Avery. He received his early education in the schools of New London.

His present business, at the corner of Main and Church streets, dates its inception from 1874. The building it occupies is one of the historic landmarks of New London. It was erected to serve as a house of worship for the Episcopal Society in New London

during the days of its early existence, and as such was consecrated September 20th, 1787. It was afterwards leased to the Congregational Society, and subsequently purchased by the Universalists, who eventually sold it to Mr. Avery, its present owner.

In the introduction of electric lights in carriages in New London, Mr. Avery was the pioneer. He is a leading liveryman of the city, and carries

the most extensive line of rubber-tired vehicles. He makes a point of having on hand at all seasons of the year a fine assortment of carriages and horses. He has some very comfortable and stylish equipages, which are always kept in the best condition, and in readiness for immediate response to urgent or hurried calls. He maintains first-class turnouts and hacks for all occasions, furnishes careful drivers who are thoroughly competent, and familiar with the varied points of interest in and about New London. His stable is admirably equipped for affording every possible attention to both permanent and transient customers.

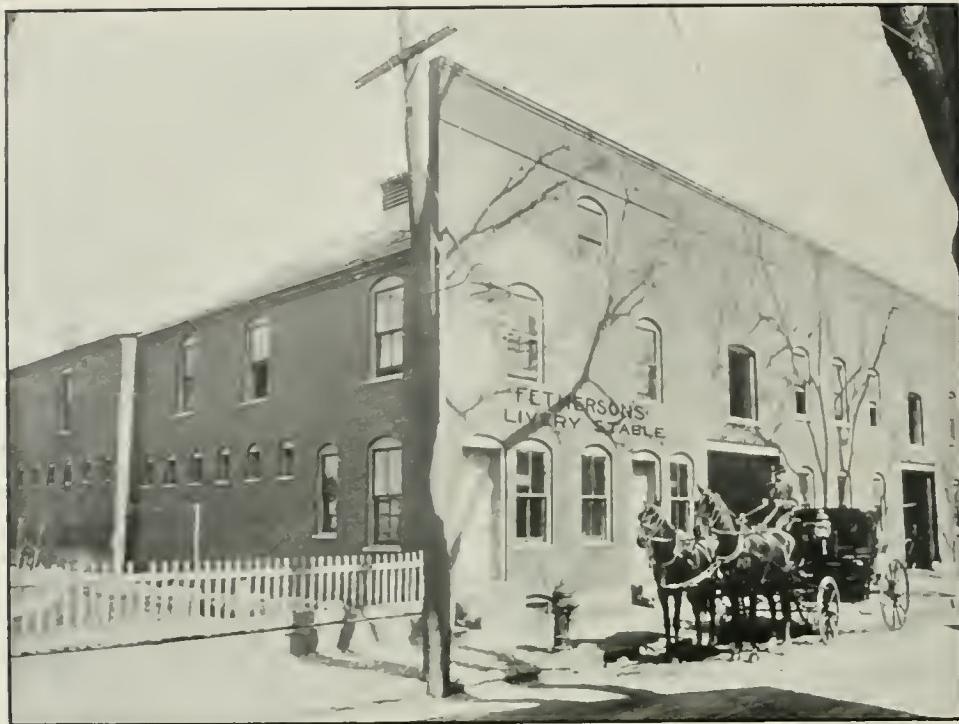
At the "Pequot Colony" he conducts the Pequot House Livery, and the hotel baggage

service. Both of his stables are connected by telephone; the Pequot call is 194-3, and the uptown number 59-5.

Mr. Avery is a prominent representative of the competitive life of the city, and is possessed of a generous share of business acumen, coupled with a spirit of fairness and honor in all his transactions that inspires confidence and respect. He was married to Jennie C. Crosbie, of New London, on the 5th of October, 1898.



GEORGE G. AVERY.



ALBERT N. FETHERSON'S LIVERY STABLE—11 BREWER STREET.

At Any Hour of the Day or Night One May Secure from the Livery Stable of A. N. Fetherson, Any Kind of Turnout Desired.
This Stable is One of the Finest in the City, and is Completely Appointed in
Every Particular. It is Connected by Telephone.



ONE OF A. N. FETHERSON'S MODERN EQUIPAGES.



MEMORIAL HOSPITAL AND CITY FARM—GARFIELD AVENUE.

The Memorial Hospital was Erected From a Fund Furnished by the Late Hon. Jonathan Newton Harris.

Chapter X.

NEW LONDON OF TO-DAY.

PRINCIPAL BUSINESS STREETS OF NEW LONDON—MERCANTILE PROGRESS
—THE CITY'S BRIGHT COMMERCIAL OUTLOOK—
ENTERPRISING CONCERNs.



GILBERT BISHOP,
A Retired Merchant of New London.

THE PRINCIPAL BUSINESS THOROUGHFARES OF NEW LONDON are Bank, State, and Main streets. There are, of course, many others

representing various trade and commercial pursuits, but the foregoing are by far the busiest.

The mercantile spirit in New London has within the past few years shown an unusual increase in activity. As the city has grown in population, it has received an added commercial impetus, and many of the business houses that have been for years situated here, have branched out, and are conducting their interests on a considerably larger scale than heretofore. New and enterprising concerns,—not only among the manufacturers, but of the merchants and tradesmen—considering the future of the city to be a bright one, have wisely located within its precincts. Of the likelihood of its increasing in trade prosperity year-by-year, there is very little doubt, and the public-spirited New Londoner will, unquestionably, do all within his power towards the accomplishment of so desirable an outcome.

Picturesque New London.

IN A PORT OF SUCH IMPORTANCE AS NEW LONDON, ship chandlery is a prosperous and representative industry.

The members of the firm of the Darrow & Comstock Company, incorporated in 1901, are Courtland S. Darrow, President, and William M. Darrow, Secretary and Treasurer, both residents of New London. Their business was established in 1876, at 120 Bank Street. In 1886 the firm purchased and moved into the substantial and commodious building which they now occupy. This step was made necessary by the

THE NEW ENGLAND ENGINEERING COMPANY has its home office at Waterbury, Connecticut and branches established in most of the principal cities in the surrounding states, with its New York office at 100 Broadway. The New London office is at 23 Main Street under the management of Mr. J. P. Gillette who has had twelve years of practical experience in electric light and railway work. The company was incorporated for the purpose of electrical and mechanical engineering of all kinds. They have installed a greater

constantly increasing volume of business. The Darrow & Comstock Company are wholesale dealers in ship chandlers' galvanized hardware. They have constantly on hand yacht, engineers', and mill supplies: These include oils and packing waste, and brass and iron steam pipe with fittings and valves. This firm has recently installed power and machinery for cutting and threading up to, and in-

cluding, six inch pipe and carries a full line of pipe and fittings up to that size.

number of central stations for light and power than any other engineering com-

pany in America, and their experience and advice are of value. They study the requirements in every specific case, and adapt the machinery and equipment which is sure to produce results most economically and satisfactorily. The local branches cover all branches of engineering, and make a specialty of isolated plants, electric light wiring, motors, repairing, etc. You can at least correspond with them and learn



THE DARROW & COMSTOCK COMPANY BUILDING,
114-116 Bank Street.



OFFICE OF THE N. E. ENGINEERING CO.
Waterbury, Connecticut.

about some of their modern work.



HARDWARE STORE OF HENRY M. WHITTEMORE — 141-143 STATE STREET.

Henry M. Whittemore Deals in Hardware and Sporting Goods, and Does Electric Light Wiring and Bell Work.

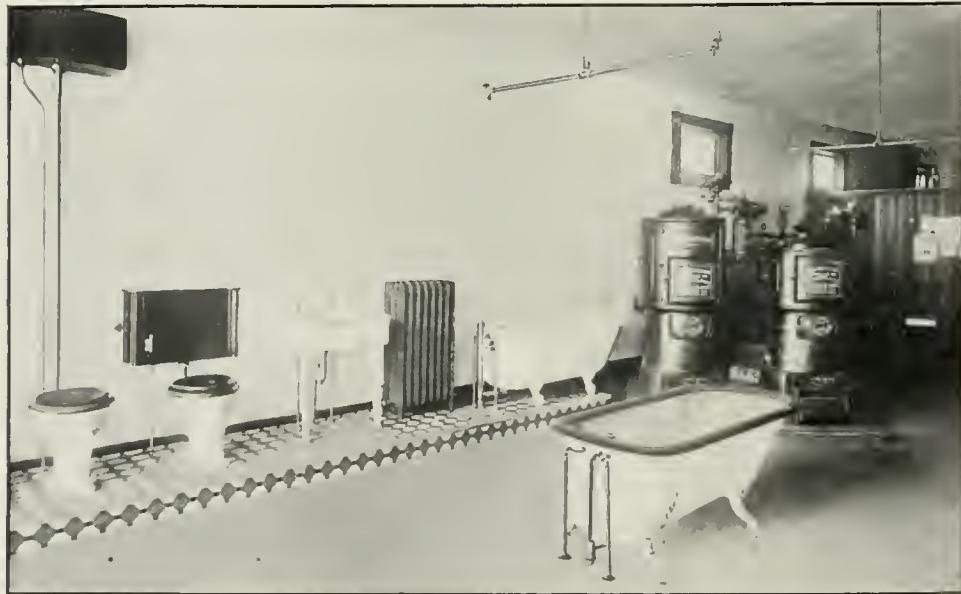
Picturesque New London.

SAMUEL W. MALLORY was for several years associated with his father, the late Leonard Mallory, in the plumbing business, and upon the death of the latter became sole proprietor. He is thoroughly conversant with the details of the trade, and ranks with the most efficient in that line of enterprise. His business experience is comprehensive. He commenced active life in New London as a representative of the clothing trade, and afterwards continued to devote

his energies to the same line in other and larger cities. He is a man of varied accomplishments, possessing a marked penchant, and no little ability, for music. He was for several years leader of the Third Regiment Band, and has acted as conductor of various popular orchestras. As a soloist and leader he is well known throughout the State, and has had many inducements to devote his time entirely to music, in which direction his greatest talent lies.



SAMUEL W. MALLORY.

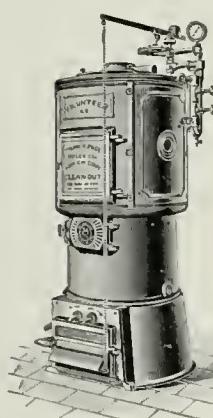


INTERIOR OF THE PLUMBING ESTABLISHMENT OF JORDAN & CLEARY,
39 MAIN STREET.

Jordan & Cleary are First Class Plumbers, Steam and Gas Filters. They Carry a Full Line of Plumbing Accessories, Gas and Steam Fixtures, and Heating Apparatus. They Make a Specialty of Jobbing and Repairing.

Picturesque New London.

B. H. HILLIAR is sole agent for the Richmond Stoves, Ranges, Steam and Hot Air Heaters, which are manufactured in the neighboring city of Norwich. The Richmond Manufacturing Company has been continuously represented by the firms that have occupied the store at 49 Bank Street since 1869. A long record, and one that eloquently bespeaks the Richmond Company's estimate of Mr. Hilliar and his predecessors. About thirty years ago the



JORDAN & CLEARY are agents for the William H. Page Boiler Company of Norwich, manufacturers of the Volunteer and other celebrated steam and hot water heaters. The firm is located at 39 Main Street, and comprises Joseph V. Jordan and Thomas P. Cleary.

A PROMINENT BUILDER of New London is Asa O. Goddard, whose shop is located in the rear of 248 Bank Street. Mr. Goddard has erected many of the city's fine residences and buildings. He pays particular attention to carpentering and jobbing in all its branches, and his work is always thoroughly and expeditiously executed. He solicits estimates, which he furnishes with promptness and accuracy. His residence is on Broad Street, above the city line.

Richmond Stove Company placed upon the market the first range to successfully supersede the old fashioned cook stove. The construction of its essential parts are now very nearly perfect. Various experiments have produced very gratifying results. In addition to his large stock of stoves and ranges, Mr. Hilliar carries a fine line of plumbing supplies, and attends to orders for plumbing, steam and gas fitting, with promptness and efficiency.

THAT BEAUTIFUL SECTION OF NEW LONDON, the Pequot District, contains many residences that betoken wealth and refinement. The grounds of many of these charming estates owe much of their loveliness and symmetry of landscape to the civil engineering, taste and skill of ELISHA POST, one of New London's foremost contractors. Other of the city's localities as well, bear evidences of his handiwork. Mr. Post is the son of John and Nancy M. Rogers Post, and was born in Bozrah, Connecticut, July 11th, 1853. His early education was secured in the public schools of his native town. Like many others who are successful in the competitive strife of our cities, Mr. Post commenced his career as a young agriculturist, and afterwards became largely interested in the milk business on his own account. In 1888 he established in New London his first enterprise, which was that of teaming and jobbing, later engaging in his present business of stone mason work, grading, roofing, concreting and building moving.



HILLIAR'S—49 BANK STREET.

Picturesque New London.

THE FACULTY OF THE HARTFORD CONSERVATORY OF MUSIC, 315 Pearl Street, (Y. M. C. A. Building) Hartford, Connecticut, comprises some of the best New York artists and teachers, such as Richard Burmeister, pianist; Theodore Van Yorx, tenor; William Davol Sanders, violinist; and Frederick Blair, violincellist; also N. H. Allen, organist; W. V. Abell, voice culture and piano, and eleven other instructors.

The establishment of the Hartford Conservatory of Music Summer School at New London, Connecticut, affords the public of that vicinity, for a part of the year, the very best musical advantages to be obtained between New York and Boston. The Hartford



W. V. ABELL,
Musical Director.



THEODORE VAN YORX,
Tenor.

PATRICK W. RUSSELL, plumber, steam and gas fitter, at 224 Bank Street, established his first business

enterprise in that line in 1872, as successor to Leonard W. Dart. He deals in gas fixtures and all appurtenances peculiar to the trade. The plumbing and gas fitting in many of New London's principal buildings is his work. He was awarded the contract over many competitors for the steam piping in St. Mary's Star of the Sea Roman Catholic Church. Mr. Russell is a member of St. John's Literary Society, and a charter member of the Knights of Columbus. He is also a member of St. Mary's Church, and for the past twenty-five years has sung in its choir.



PATRICK W.
RUSSELL.

contract over many competitors for the steam piping in St. Mary's Star of the Sea Roman Catholic Church. Mr. Russell is a member of St. John's Literary Society, and a charter member of the Knights of Columbus. He is also a member of St. Mary's Church, and for the past twenty-five years has sung in its choir.

Conservatory offers opportunity for study with the very best New York artists and teachers, without the additional expense of going to a larger city for a musical education. All branches of music are taught, and certificates awarded in the teachers' and artists' courses. Arrangements can be made with W. V. Abell, Director, for lessons with the instructors at the heads of the different departments. Assistants, teaching the same methods, are employed; thus the Conservatory furnishes good instruction at all prices. Those desiring circulars or detailed information concerning the Conservatory, should write to W. V. Abell, Musical Director, Hartford, Connecticut.

WILLIAM L. ROE, carpenter and builder, was born in Patchogue, L. I., in 1851. In 1864 he came to New London. He first embarked in business on his own account in 1876, with a Mr. Bingham, under the firm name of Roe & Bingham. This firm erected a number of notable New London residences, among them those of James Hislop, and A. G. Griffin. In 1880 Mr. Roe dissolved partnership with Mr. Bingham. Since then he has constructed more than 120 residences and stores. The Ocean Beach cottages of F. H. Chappell, Ex-Governor T. M. Waller, and W. A. Appleby; the car station at Ocean Beach, and the car barn of the New London Street Railway Company, were built by him. He has been a member of the New London Fire Department for twenty-seven years, Inspector of Buildings for three years, and is a member of the New London Board of Trade, and of the Board of Relief. His residence and office is at 6 Belden Street.

Picturesque New London.



HEADQUARTERS OF THE H. O. BURCH CONTRACTING AND MANUFACTURING COMPANY—HEMPSTEAD STREET.

Mr. H. O. Burch Has Been in Business in New London for 25 Years. The Specialty in the Manufacturing Department of the H. O. Burch Contracting and Manufacturing Company is the Production of the H. O. Burch Chimney Tops. and Artificial Stone, the Process for the Manufacture of Which is Mr. Burch's Own. These Products are Endorsed by the Leading Architects and Builders, Who Have Used Them Constantly for the Past Fifteen Years.

BUILDING ENTERPRISE, and substantial appreciation in real estate values in New London is unequivocally traceable to the city's geographical situation, and to the progressive spirit of its staunch citizens. The attitude, taste, and ability of its architects and contractors, however, have undoubtedly exercised a favorable influence upon the intentions of many contemplative home-builders. Dennis J. Murphy, one of New London's leading contractors, is an enterprising representative of the local builders' trade. He was born in Ireland July 24th, 1864. In 1885 he located in New London. He became associated with A. L. Dean & Co., masons and builders, in 1892, subsequently withdrawing from that firm, and engaging in the same line of business on his own account in 1895. Among notable buildings erected by him are the following: The Goldsmith Building, Y. M. C. A. Gymnasium, the Catholic School and Convent, and the Fournier Building, in New London, and the Allyn Block, Groton. His residence and office are at 17 Tilley Street, and are connected by telephone.



WRISLEY CHIMNEY CAPS have been in use for more than twenty years, and have given universal satisfaction. They are made of cast iron and afford absolute protection. They are for sale by Luke Martin, of 4 Lee Avenue, New London, a chimney expert of thirty years' experience.

MANY PRINCIPAL STREETS of New London bear evidences of the constructive skill of William J. Cullen, carpenter and builder, who has his office and residence at 830 Bank Street. The residence of Miss Mary F. Brown, on Waller Street, several modern houses on Blackhall Street, John Collins' comfortable Bank Street cottage, three fine houses on Coleman Street—the property of Messrs. Francis Bracken, Julian and Edward Cook, respectively—and many other structures, some pretentious, others modest in design, were erected by Mr. Cullen.

Picturesque New London.



INTERIOR OF THE NEW LONDON DECORATING COMPANY'S
STORE—12 BANK STREET.

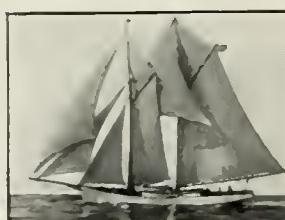
NEW LONDON HARBOR, than which the world has few that surpass it in excellence and beauty, is the frequent rendezvous of many sailing parties and yacht club fleets. In summer its waters are almost constantly dotted with the white sails of business and pleasure craft. The boats of the fishermen, too, add not a little to the scene. For so long as there is wind to be utilized for motive power, the sail will have its place; it is too necessary and picturesque ever to be entirely discarded for the more modern methods of aquatic propulsion. Sailmaking is an important New London industry, and for the fine quality, cut, and workmanship embodied in its sails, it is famous. Benjamin F. Bailey, its most prominent sailmaker, and dealer in sail stock at 286 Bank Street, was born in Groton, Connecticut, sixty years ago, son of Henry and Susan Franklin Bailey, and received his education in the public

schools of Groton. He established his present business about forty years ago, and has conducted it with marked success. He pays particular attention to the finest of sailmaking for yachts, and whether—by choice of the customer—his yacht or boat sails are manufactured by hand or machine, they are made in the best possible manner. He also makes tents and awnings, has on hand tents to rent, and sells and purchases old and second-hand sails. Mr. Bailey is a veteran of

the Civil War and served in the 21st Connecticut Regiment. He is a member of the Odd Fellows, Ancient Order of United Workmen



BENJAMIN F. BAILEY.



and the Jibboom Club of New London.

Picturesque New London.



RECENT BUILDING ACQUISITIONS — COIT AND JAY STREETS — ERECTED BY PERRY BROTHERS, CONTRACTORS AND BUILDERS.

Messrs. Perry Brothers are New London Contractors; Their P. O. Address is Box 108, Uncasville, Connecticut. The Architects of the Structures, Corner of Coit and Jay Streets Shown in the Illustration, are Messrs. Donnelly & Hazeltine.

THE FIRM OF HOBRON & ROOT, painters and decorators, consists of Andrew J. Hobron and John H. Root. It was established in 1873, under the same firm name by which it is now known. Messrs. Hobron & Root have been in continuous partnership for the past twenty-eight years. Andrew J. Hobron is a native of New London, son of Captain William Hobron. John

H. Root was born in Montville, Connecticut, February 1st, 1855. His father was Joseph P. Root. The business location of Hobron & Root is at 24 Church Street. They are contractors for all kinds of painting and paper hanging, and for glazing and hardwood finishing, and always keep in stock a full line of painters' supplies.



INTERIOR OF THE BICYCLE AND SPORTING GOODS STORE OF CHARLES L. HOLMES — 217 BANK STREET.

Charles L. Holmes, Dealer in Bicycles, Bicycle Sundries, and Sporting Goods. Does Bicycle Repairing in All Its Branches. Rents Bicycles, and is Local Agent for the White Sewing Machine.

Picturesque New London.



INTERIOR OF W. W. WINCHESTER'S WALL PAPER AND DECORATING STORE,
5 MAIN STREET, NEW LONDON.

WILLIAM W. WINCHESTER is the owner and manager of the business conducted in the store at number 5 Main Street. He carries the largest and most varied stock of wall papers in the city, and an elegant line of window shades. His assortment of varnishes, glass, brushes, and painters' supplies is complete. He holds the agency for the famous Devöe and Raynolds lead and zinc paints, the only ready-mixed paints now on the market carrying the makers' guarantee for durability. Mr. Winchester has been identified with

the painting business for the past twenty-three years, and possesses a thorough knowledge of its requirements. This quality makes his service of incalculable value to the host of pleased customers, who have been his patrons for a number of years. One has but to leave his order at number 5 Main Street to have this valuable experience placed wholly at his disposal. Mr. Winches-

ter's place of business is open from 6.45 a. m. to 6 p. m., and on Saturdays and Mondays is open evenings until 9.30 o'clock.



FRONT OF W. W. WINCHESTER'S STORE,
5 Main Street.



LABORATORY OF THE SHEFFIELD DENTIFRICE COMPANY.

Since Dr. Sheffield's Crème Dentifrice was Placed on the Market in 1881, its Sales Have Increased to an Enormous Degree, the Daily Output Now Being Over a Ton in Weight. It Has Been Advertised Only by Free Distribution, and its Quality Has Made a Market for it in Every Part of the World. The Company Now Claims to Have the Most Extensive Dentifrice Business in Existence.

Chapter XII.

NEW LONDON OF TO-DAY.

FAVORABLE TRADE INFLUENCES—A POPULAR SUMMER RESORT AND SUCCESSFUL COMMERCIAL CENTER—PRINCIPAL HOTELS—SOME PROGRESSIVE BUSINESS ENTERPRISES.



WILLIAM H. ROWE,
Cashier New London City National Bank.

A CITY THAT IN THE PAST had long been accustomed to depend largely for its prosperity upon its self-projecting maritime commerce and ventures. New

London, after the decline in the profits to be derived from those pursuits, commenced for its commercial benefits to avail itself of its admirable location. To this and to the inherent progressiveness of its inhabitants, is due the fact that it is famed as a healthfully growing manufacturing and mercantile center, as well as a summer resort. In that it combines these characteristics, it is an exception, and a notable and delightful exception, too. It is seldom that a popular summer watering-place preserves at the same time a healthy and progressive business and manufacturing tone. A railroad junction of importance, and reached by a most direct water highway, its facilities for freight transportation are unexcelled.

Picturesque New London.



CROCKER HOUSE—STATE STREET. NEW LONDON.



A. E. BECKWITH,
Proprietor "Gem" Restaurant, 3 State Street.

THE HOTEL ROYAL occupies, on Bank Street, an older hotel site than any other hostelry now extant in New London. Its proprietor is Frederick H. Gavitt. For twenty years previous

to his assuming the proprietorship of the hotel in 1898, it was conducted by his father, a Civil War veteran, who died about three years ago. The elder Mr. Gavitt was one of the unfortunate Union soldiers to endure confinement in Libby Prison. The Hotel Royal is admirably conducted, and its service and cuisine are excellent. It offers special rates to commercial travellers. Its proprietor, who was born in Stonington, Connecticut, in 1868, is a member of the Masons, of the Knights of Pythias, the Elks, the Foresters, and of the Nameaug Fire Engine Company of New London. In 1892 he was united in marriage to Mary A. Rogers, of Lowell, daughter of a well known veteran of the War of the Rebellion.



FREDERICK H. GAVITT.
Proprietor Hotel Royal.

Picturesque New London.

MR. JAMES P. SULLIVAN was born in New Britain, Connecticut, August 29th, 1873. His father, who died about twenty-four years ago, was James P. Sullivan. Mary Gorman Sullivan, his mother, is still living, and resides with her son. When but nine years of age Mr. Sullivan commenced his career as a self-supporting young man. In 1889 he began as laundryman in the Hotel Russwin, New Britain. From laundryman he became night porter, and from night porter he was promoted to a clerkship in the same hotel. As a clerk in the Russwin Mr. Sullivan served three years. He was then called upon to assume the management of the Hotel Columbia, one of New Britain's leading hotels. He has also represented the New Britain Machine Company, and spent fifteen months travelling in their employ, selling engines and wood working machinery. In June, 1900, Mr. Sullivan secured the proprietorship of The Winthrop, in New London. This hotel was in his hands but a short time when its furnishings and interior appointments were entirely destroyed by fire. At first thought this occurrence may be deemed a very unfortunate one. From an immediate pecuniary standpoint it certainly was a misfortune; but eventually it will revert to a gain for the proprietor, for the house is now completely refurnished and refitted,

and is doing a prosperous business. It is the present proprietor's determination that The Winthrop shall be maintained on a business status as enterprising and upright as that of any hotel in the city. As a commercial house The Winthrop of to-day is a first-class hostelry. New London possesses a number of fine hotels, yet the addition of one more of a high character will be of great benefit to the city. Mr. Sullivan has evidently grasped the knowledge that a good commercial house, located near the Union Depot and the various steamboat lines, will fill a long felt demand. The Winthrop is so situated, being but a stone's throw from the depot and the wharves. The push and determination of its young proprietor will win for it a place among the best commercial hotels of New England. The appointments of The Winthrop are of a high grade. The cuisine is excellent, and the service courteous and efficient. The house is lighted throughout by both electricity and gas, and thoroughly heated by steam. It is a reputable, up-to-date house, and deserves generous patronage. In personal appearance Mr. Sullivan is very pleasing. He is extremely courteous, and sincerely cordial, and enjoys the distinction of being one of the youngest and most enterprising hotel proprietors in the country. He has made his own way in



JAMES P. SULLIVAN,

Proprietor of the Hotel Winthrop, State Street. Near Union Depot.

Picturesque New London.



NEW LONDON POLICE HEADQUARTERS—BRADLEY STREET.

the world, and is very ambitious. His principles of business equity and integrity are firmly rooted in the right. In religious persuasion he is a Roman Catholic, and a member of St. Mary's Star of the Sea Roman Catholic Church, of New London. He is a member of Meriden Lodge of Elks, Number Thirty Five, and Past Chancellor of the Knights of Columbus, Carmody Council, of New Britain, Connecticut.

CAPTAIN DANIEL R. LOOSLEY, the well known State Street periodical, book, and stationery dealer, has had a remarkable career. He joined the United States Army in 1855, and saw service in the Indian Wars near Puget Sound in 1855-58, in the San Juan Island boundary dispute, and on the "Star of the West," in its attempt to relieve the garrison of Fort Sumter. He has filled every rank from sergeant to captain, and has been twice brevetted. With the Army of the Potomac he was in more than forty battles. Subsequent to the close of the Civil War, he was active in fighting Apache Indians. He resigned from the Army in 1867.

THE NEW LONDON DIRECTORY is issued annually by the Price & Lee Company, the well-known New Haven directory publishers. This firm merits the cordial and liberal support of every enterprising citizen and business man in New London and adjacent towns. Its directories are models of convenient classification and compilation, are well printed on good paper, and are durably bound.



PRINTING HOUSE OF CLARKE & KEACH—20 GREEN STREET.

ARTISTIC PRINTING is a result of progression. It is necessary, too, in the attainment of good commercial results. Clarke & Keach, printers, at 20 Green Street, produce nothing but the finest of printing. They have the reputation of being among the best printers in Eastern Connecticut. They make a specialty of fine society engraving.

MODERN PHOTOGRAPHY is so distinctly evolutionary that the equipment of the up-to-date professional or amateur must be in conformity if he would keep abreast of the spirit of the times. To secure ambitious results, the most reliable of plates, paper, and other accessories should be used. A responsible dealer in everything in photographic supplies is W. Edwin Hobron, whose store is at 231 Bank Street. Mr. Hobron also sells the Gramophone, one of the most perfect of talking machines.

INTERIOR OF THE WAREROOMS OF SMITH BROTHERS, PIANO DEALERS—45-51 BANK STREET.



Picturesque New London.



INTERIOR OF THE
MILLINERY PARLORS OF
MISS CHARLOTTE M. MALLORY,
24 GREEN STREET,
NEW LONDON, CONNECTICUT.

THE ACCOMPANYING PICTURE presents one of many magnificent views obtained from that section of the city known as "Hill Crest." This tract of land was developed recently for building sites; the unequalled advantages of location make it the most desirable residential part of the city. It is bounded on the east and west by the two main highways

that enter the city from the north. Three parallel streets, fifty feet wide, will cross the property, intersecting North Main Street, a much traveled,



ADAM F. BISHOP,
A Prominent Dentist of New London.

macadamized road on the west, and Mohegan Avenue, through whose center runs the Montville trolley road, on the east. Thus all lots offered for sale are made easily accessible, and as they command a superb view of the Thames River from Mamacoke to its mouth, and of the Sound from Black Point to the eastward of Fishers Island, they are unequalled for beauty of scenery. For full particulars address all inquiries to Peleg Williams or Arthur H. Eggleston, 81 State Street, New London, Conn.



"HILL CREST" LAND BELONGING TO PELEG WILLIAMS.



GUY'S MILLINERY PARLORS—235 STATE STREET,
NEW LONDON, CONN.

Picturesque New London.



CONSERVATORIES OF HERMAN H. APPLIEDORN, FLORIST,

Sherman Street, near Montauk Avenue.

IT HAS BEEN REMARKED that "one may as well be dead as out of style." While this may not be literally true, under some conditions the metaphor seems not too strong. She who would comply with this well-nigh inexorable law of fashion, could hardly do better than to call upon Mrs. A. F. Strickland, one of New London's most fashionable dress-makers, at 20 Golden Street. Mrs. Strickland also pays attention to the altering and repairing of furs.

A SATISFACTORY PLACE TO GO for either a lady's or gentleman's tailor-made garment, or to have one's clothes renovated, is the tailoring establishment of A. Plotis, 62 Main Street. Here may be secured good work at reasonable prices; and the proprietor guarantees clothes that fit. When this is taken into consideration, with the fact that only good materials are used, these prices will be of interest: Ladies' suits, \$4.50 upward; men's suits, from \$10, and men's trousers from \$3 up.

AXEL F. ANDERSON, jeweler and real estate dealer, was born in Norrköping, Sweden, in 1841. There his early education was secured. Soon after leaving school he learned watch-making, which was then much more difficult than now, as one was obliged to serve six years' apprenticeship, and pay for the instruction. Extraordinary ability and results also were exacted. In 1865, after travelling extensively in Europe, Mr. Anderson located in New London, engaging in the jewelry business under the firm name of Hustice & Anderson, at 57 Bank Street. Since 1894, when Mr. Hustice retired, he has been the sole proprietor. He also conducts a prosperous real estate business.



AXEL F. ANDERSON,
Jeweler and Real Estate Dealer.

Picturesque New London.

THE SPACIOUS AND ADMIRABLY EQUIPPED GREENHOUSES of Mr. John Spalding are located on Main Street, hard by his residence, and with it, are his property. Mr. Spalding's business in New London was established in 1868, on the site which it now occupies. From the time of its inception it has progressed rapidly, and now the hot-houses cover nearly twenty thousand feet of ground. The business has grown entirely by its owner's persistent efforts, from almost nothing to very considerable proportions, and attracts patronage from a wide circle of outlying territory. It is the largest permanently successful florist business in New London. Mr. Spalding has always been the

ployees he is liberal and considerate.

John Spalding is the son of Thomas and Jennie Johnston Spalding, and was born in Perthshire, Scotland, December 25th, 1814. His early education was secured in the public schools of his native town. He commenced to earn his own livelihood when only fifteen years of age. With the instincts of gardening inculcated strong within him, he chose it for his life vocation. Several fine positions in Scotland and in Ireland were filled by him, until, in 1860, he came to America, locating in

New London in 1868. He has always been given to thoughtful reading, and is remarkably well informed on many subjects of interest and importance.

Mr. Spalding married in Scotland



JOHN SPALDING,
One of New London's Leading Florists.



CONSERVATORIES, GARDENS, AND RESIDENCE OF JOHN SPALDING—
MAIN STREET.

sole proprietor, and his transactions have ever been conducted fairly and honorably. He has the respect and confidence of the solid and influential men of the community. To his em-

his first wife, who died shortly after coming to New London. He was married to his present wife, then Julia Scofield, of Poughkeepsie, New York, in August, 1871.

Picturesque New London.

STARR BROTHERS' PHARMACY, located at 108 State Street, is one of the best and most reliable drug stores in New London. It is a prescription pharmacy, and enjoys the confidence of the best physicians. Many of its prescriptions come from members of the medical profession in Groton, Mystic, Niantic, Montville and Norwich, as well as from those in New London. An important consideration in the compounding of prescriptions is that a competent druggist be in charge to see that all goes well. One of the proprietors of Starr Brothers' pharmacy is always in the store. Both have had admirable business training in their special lines, and with them absolute safety and pure quality are matters of certainty. They are watchful for their patrons' every interest, and their prices are very reasonable. They are sole agents for Huyler's celebrated chocolates and bonbons. When desired by their customers they furnish them with trading and discount stamps.

WILLIAM B. SMITH, art dealer, 76 Main Street, was born in New London in 1833. When six months of age his parents moved to Poquonock. His father died when he was three years old, and his mother when he was fifteen. At twelve he was working on a farm for his livelihood. Later he learned the Britannia ware trade, but owing to an accident to one of his hands, was obliged to discontinue it. He was married at twenty years of age. In 1855 he went to Wisconsin, expecting to locate there, but not liking the West, he returned East, opening a restaurant, fruit and confectionery store in Meriden, where

A WELL APPOINTED DRUG STORE is that of Charles M. Rogers, Ph. G., at 9 Main Street. Mr. Rogers has had a wide experience in the drug business. In 1878 he entered the employ of R. E. Willard, leading pharmacist of Pittsfield. In 1885 he graduated from the Albany College of Pharmacy. He is licensed in New York City and in the states of New York, Connecticut and Massachusetts. In 1892 he purchased his present business from L. D. Kellogg. Embarking in the enterprise under adverse circumstances, he has evolved a very gratifying patronage. He manufactures many special preparations, among them "Tuberose Toothpaste" and "Ozol," a corn cure. When he first entered the business, the apothecary was required to manufacture his own drugs. At his store the purest drugs are used, and the most competent prescriptionists employed. On the same reliable, enterprising lines will be conducted his new store at 14 Broad Street.



WILLIAM B. SMITH,
Art Dealer.

he erected a large store- and office-building. He served in the Civil War as sutler of the 29th Colored Regiment. In 1875 he came to New London and opened a "99 cent store," one of the first in the city, and continued its operation many years. Mr. Smith manufactures an ointment with which he cured himself of eczema, after physicians had pronounced his recovery impossible. It is called "Sure Cure Ointment," and is a certain cure for eczema, sore eyes, insect bites, and any cutaneous or sub-cutaneous irritation or inflammation. It is for sale by all druggists.

INTERIOR OF C. M. ROGERS' DRUG STORE—9 MAIN STREET.





FACTORY OF THE NANTIC SHOE COMPANY.

Niantic, Connecticut, is the Home of the Nantic Shoe Company, Makers of the Nantic Shoe for Ladies, the Best \$1.50 and \$2.50 Shoe in the World. The Store of the Company is at 19 Bank Street, New London, Connecticut.



ENSIGN EBENEZER AVERY'S HOUSE,

Corner of Thames and Latham Streets, Groton. After the Battle of Groton Heights, the British Soldiery Left the American Wounded in this House, Which To-day Exists, a Memorial of the Storming of Fort Griswold.

Chapter XIII.

HISTORIC GROTON.

REVOLUTIONARY INTEREST—RUINS OF FORT GRISWOLD AND THE SPOT WHERE LEDYARD FELL—THE GROTON MONUMENT AND MONUMENT HOUSE—NOTED MEN OF GROTON'S PAST BRIEF SKETCH OF COLONEL LEDYARD, AND OF ANNA WARNER BAILEY—MODERN GROTON—VILLAGES WITHIN THE TOWNSHIP—CHURCHES AND SCHOOLS.



ANNA WARNER BAILEY,
"Mother" Bailey.

Anna Warner Bailey was noted for her patriotic sentiments and acts during both the Revolutionary Period and the War of 1812.

IN POINT OF REVOLUTIONARY FAME AND IMPORTANCE the town of Groton, Connecticut, takes rank with Concord, Lexington, Boston, and other places of notable influence in the war which resulted in the birth of the United States as an independent nation. Of the part she played in that epoch-marking period, and of her share in the making of its history, she has reason to be proud.

The Battle of Groton Heights, which occurred on September 6th, 1781, and the heroic defense of Fort Griswold on that day, have cast over Groton a halo of romantic history which will remain forever. Very interesting indeed is it to visit the ruins of the old fort, and speculate upon the events of the day when a

Picturesque New London.

handful of men, all patriotic heroes, held it with Spartan-like disregard for the numerical superiority of the besieging forces. The embankments and ground plan of the fort are still quite plainly marked, and a sally-port through the south glacis yet remains intact. Within the fort, surrounded by an iron fence, is a granite tablet which marks the spot where Colonel

monument in memory of the brave men who fell at the Battle of Groton Heights. On September 6, 1826, the corner stone was laid. The monument was dedicated September 6, 1830. In 1881 its height was increased from 127 feet to 135 feet. The shaft is an obelisk in form, and is of granite quarried from the ground on which the patriots whose heroism it



VIEW WITHIN THE RUINS OF HISTORIC FORT GRISWOLD,

Showing the Spot, Enclosed by Iron Paling, Where Fell Colonel William Ledyard; the Old Wall and North Gate; the Groton Monument and Monument House, and the School House and Bill Memorial Library.

To Stand Within the Ruins of the Old Fort, Upon the Ground Made Sacred by the Blood of Martyr-Patriots, is to Marvel at that Spirit, Courage, and Loyalty to High Conviction Which Accomplished Our Independence as a Nation.

William Ledyard fell, maliciously murdered by a British officer, to whom he had surrendered the fort and his sword. The Groton Monument and Monument House, and the Bill Memorial Library are within view of and near the fort. From the ramparts may be had a beautiful view of New London Harbor, the city of New London, and the Thames River.

In 1826 an association was organized for the purpose of erecting a

perpetuates yielded up their lives. By a circular stairway of 166 steps, one may ascend to the apex, from which is secured an extensive view of great charm and beauty. From adults a small fee of ten cents is required for the privilege of making the ascent; from children but half price is asked. The season during which the monument is regularly open to the public is from June to October, but Mr. James M. Bacon, a veteran of the

Picturesque New London.

Civil War, resides near by, and, upon call, escorts visitors to the top at any time of the year. For fifteen cents his "Battle of Groton Heights," a very interesting booklet, may be procured. The President of the Monument Association is John O. Speier.

The Anna Warner Bailey Chapter of the Daughters of the American Revolution have the use of the stone house near the monument. Here are kept for preservation and public inspection such Revolutionary relics as they have, or may in future have, possession of. The collection on exhibition is very fine and interesting.

Groton has given to history several distinguished men. Silas Dean, Envoy to France at the time of the Revolutionary War; Colonel William Ledyard, the heroic commander of Fort Griswold; the noted traveller, John Ledyard, and Rev. Samuel Seabury, Bishop of Connecticut and

Rhode Island, were sons of Groton whose careers reflect honor upon the town.

Colonel William Ledyard was born in Groton, near the site on which stands the Groton Monument. His parents were Isaac and Elizabeth Saltonstall Ledyard. He was, in every respect, one of the noblest characters of his day: brave, efficient in command, and an indomitable fighter; he was, withal, modest and unassuming. On July 3rd, 1776, soon after the construction of Fort Griswold, he was commissioned captain of artillery and commander of that fortification. His jurisdiction was made to embrace New London, Groton and Stonington in March, 1778, and the rank of major was at that time



THE GROTON MONUMENT.

The Groton Monument was Dedicated September 6th, 1830. It is of Granite Quarried from the Soil on which the Brave Men Whom it Commemorates Yielded up their Lives in the Defense of Liberty. In 1881 its Height was Increased from 127 Feet to 135 Feet. The Shaft is an Obelisk in Form. Its Apex, from which is to be Obtained a Charming View, is Reached by a Circular Stairway of 166 Steps.

conferred upon him. He perished, a victim of one of the most treacherous foes, September 6, 1781, after a remarkable and gallant defense of Fort Griswold against superior numbers and

Picturesque New London.

discipline. He was content to suffer all, and to lose all, that his country might be, thereby, the gainer. One hundred yards to the southeast of the old fort is his grave. Over it is a handsome monument erected from an appropriation by the State in 1854, as a tribute to his brave deeds and sacrifices.

Anna Warner Bailey ("Mother" Bailey) was a heroic daughter of Groton, who, at the time of the battle

country. The garrison at the fort was reinforced by a company of volunteers from New London, who found their supply of flannel for making cartridges dangerously depleted. The inhabitants, fearful of a re-occurrence of the horrors of 1781, had removed many of their effects, and no flannel was obtainable. "Mother" Bailey was appealed to by an American officer. Her blankets she had disposed of, but she unhesitatingly solved the difficulty.



VIEW OF THE LOWER RAMPARTS OF FORT GRISWOLD,

Showing Some Antiquated Munitions of Warfare in the Foreground, and in the Background the New London Shore.
With the Harbor in the Middle Distance.

of Groton Heights, rendered loving service and tender ministrations to the wounded, and to her uncle, Edward Mills, in whose family she made her home. Mr. Mills was one of the defenders of the fort, and was fatally wounded during the conflict. Thirty-one years later, when Admiral Decatur was blockaded in New London Harbor, and a land attack was anticipated, occurred "the petticoat incident" which made "Mother" Bailey's name famous throughout the

Deftly she removed her flannel petticoat, and handed it to the officer with a patriotic expression of her hope that it would prove of service. She died in 1851, at the ripe age of ninety-two years.

Groton has an estimated population of from 7,500 to 8,000 inhabitants, a very creditable gain, since 1890, of about 2,500. It comprises in area 49 square miles. On its northern boundary is Ledyard, which was set off from Groton and incorporated a separate



INTERIOR VIEW OF THE MONUMENT HOUSE -- GROTON HEIGHTS.



INTERIOR VIEW OF THE MONUMENT HOUSE -- GROTON HEIGHTS.

The Monument House, Located Hard by the Groton Monument, is Maintained by the Anna Warner Bailey Chapter of the Daughters of the American Revolution, of which Mrs. A. D. Slocumb is Regent. It Contains Many Curios, and Interesting Relics of the Revolution. From its Curator One May Obtain Souvenirs of "Mother" Bailey, Colonel Ledyard, and Nathan Hale. The House Contains a Visiting Register on which were Recorded Last Year, in August Alone, About 1200 Names. During the Year From 5000 to 6000 People Visited the Monument. It is Open to the Public from May 1st to November 1st of Each Year.

Picturesque New London.

town in 1836. On the east is the Mystic River and the town of Stonington; on the west the River Thames and New London Harbor, and on the south, Long Island Sound.

The recent location in Groton of the Eastern Shipbuilding Company marks a revival of shipbuilding interests that is sure to be of great benefit to the town. Indeed, its influence is already manifest. Real estate values are

New London has at some time been variously known as "Groton Bank," "Groton Landing," and "Groton Ferry." To the south, fronting on New London Harbor and the Sound, is Eastern Point.

The school system of Groton is excellent. It embodies ten districts, as follows: Groton, Pleasant Valley, Centre Groton, Burnet's, Mystic, Upper Noank, Poquonnock Bridge,



VIEW OF MONUMENT STREET—GROTON.

Looking North from Near the Groton Monument, and Showing on the Left the Residence of Mrs. A. D. Slocomb,
and on the Right, the Bill Memorial Library.

good, and are increasing, there is considerable building in progress, and the general tone is one of prosperity and enterprise.

The township of Groton includes several villages. To the southeast of Groton proper are the divisions of Poquonnock Bridge, Poquonnock, Noank, West Mystic, and Mystic. To the northeast is the Navy Yard, a station on the Norwich division of the New York, New Haven and Hartford Railroad. To the east is Old Mystic. That portion directly opposite

Eastern Point, West Mystic, and Noank. The High School of the town is located at Mystic, where is also a first and second primary, an intermediate, and a grammar school. The capacity of the school building in District Number One, located near the Groton Monument, has been taxed to the utmost during the past year. To remedy this condition the State Legislature has just granted the town authority to issue bonds to the amount of \$40,000, for the purpose of erecting a new school building in this district.



PASTORS OF THE CHURCHES—GROTON.

REV. PAUL F. HOFFMAN,
Bishop Seabury Memorial.

REV. LANGLEY B. SEARS.
Groton Heights Baptist.

REV. FREDERICK S. HYDE.
Congregational.

Picturesque New London.



THE GROTON HEIGHTS BAPTIST CHURCH,
BROAD AND CHURCH STREETS, GROTON.

Society Organized March 8, 1843. First Church of Worship Dedicated as "The Groton Bank Baptist Church," June 4, 1845. Present Church was Dedicated July 11, 1872, and Name Changed by Act of Legislature April 11, 1887, to "The Groton Heights Baptist Church." Sunday School Organized in 1845. Pastor, Rev. Langley B. Sears.

In connection with District Number One is a free kindergarten.

Groton has three churches, the Groton Heights Baptist, Rev. Langley B. Sears, Pastor; the Groton Congregational Church, Rev. Frederick S. Hyde, Pastor; and the Bishop Seabury Memorial Church (Episcopal), Rev. Paul F. Hoffman, Rector. The erection of a new Congregational church is receiving favorable consideration, and will, without doubt, soon be an actuality.

The Bill Memorial Library, located on Monument Street, near the Groton

Monument, was founded by Frederic Bill, in commemoration of his sisters, Eliza and Harriet. It is a fine building of Stony Creek granite, with Maynard freestone trimmings. It was dedicated June 18th, 1890. It is maintained by a fund of more than \$10,000, which was also the gift of Mr. Bill. Its volumes, of which there are upward of five thousand, are issued free to card holders. In the upper portion of the building is a room used as a museum, which contains many relics and articles of interest, among them the historic



THE CONGREGATIONAL CHURCH OF GROTON—THAMES STREET.

The Congregational Church of Groton is an off-shoot from the First Church of New London. Permission for the Separation being Secured from the Hartford General Court in 1702. Since Then There Have Been Several Changes of Site. It is Anticipated that a New Edifice Will, Ere Long, be Erected on the Society's Newly Acquired Property, Corner of Monument and Meridian Streets. The Regular Church Services are as Follows: Sunday Morning Service, 10.45; Sabbath School, 12 M.; Sunday Endeavor Meeting, 6.30 P. M.; Sunday Evening Service, 7.30 P. M.; Week Day Meeting, 7.30. Friday P. M. Pastor, Rev. Frederick S. Hyde.



SEABURY MEMORIAL CHURCH—FORT STREET, GROTON.

The Seabury Memorial Church was Completed in 1876. It was Consecrated by Bishop Williams September 13th, 1881. Under the Name of Seabury Memorial Church, in Honor of the Memory of the Rt. Rev. Samuel Seabury, First Bishop of the American Church, and of the Diocese of Connecticut, and who was Born in Groton, November 30th, 1729. Services: Sundays, Holy Eucharist, 9 A. M.; Matins and Litany, 10.30 A. M.; Holy Eucharist, 11.00 A. M.; Vespers, 5 P. M.; Holy Oays, Holy Eucharist, 7 A. M.; Vespers, 5 P. M. Priest in Charge, Rev. Paul F. Hoffman.

Picturesque New London.

sword of Colonel Ledyard, carried by him on the fatal 6th of September, 1781.

In Groton is located the Odd Fellows' Home of Connecticut. It is situated on the east bank of, and overlooks, the Thames River. It is aptly named "Fairview," for from its site may be obtained a view of diversity and beauty. The Home was founded and is supported by, contributions from the various lodges of the Inde-



JAMES BISHOP,
Secretary Odd Fellows' Home of
Connecticut.

Smith, of Waterbury; Secretary, James Bishop, of New Haven; Treasurer, Frederick S. Hunt, of Bridgeport.

There are before the Legislature petitions for electric road privileges. One road contemplated will extend from Norwich to Groton, and one from Groton to Westerly, via Noank.

Another matter of great interest has been brought before the Legislature,



"FAIRVIEW," ODD FELLOWS' HOME OF CONNECTICUT.—GROTON.

pendent Order of Odd Fellows of Connecticut. Its purpose is to provide a home for aged, infirm, crippled, and indigent members of the Order. The property contains about fifty acres of land, and is one mile north of Groton Village. Its officers are, Charles B. Ware, P. G. M., New London, President; First Vice-President, Frederick Botsford, of New Haven; Second Vice-President, John W.



FREDERICK S. HUNT,
Treasurer Odd Fellows' Home
of Connecticut.

and sanctioned by it, viz., to grant a certain section of the town the borough form of government. The Legislative body having acted favorably upon this petition, it will then be balloted upon by the voters of Groton. There exists a difference of opinion regarding the advisability of this change in form of government: but there is unanimity as to the desirability of the improvements proposed.



RESIDENCE OF THOMAS A. MINER.

The Residence of Thomas A. Miner, President of the Groton Grain Company, 105 Thames Street.
is Located on Meridian Street, Corner of Monument.



RESIDENCE OF CAPTAIN JASON L. RANDALL—RAMSDELL STREET.



FIVE MODERN GROTON RESIDENCES.

HIRAM M. HODGDON—RAMSOELL STREET.

HENRY L. BAILEY—RAMSOELL STREET.

WALTER R. DENISON—RAMSDELL STREET.

ALBERT L. SAUNDERS—ALLEN STREET.

NELSON S. HOLDRIDGE—PLEASANT STREET.



BILL MEMORIAL LIBRARY — GROTON.

The Bill Memorial Library was Dedicated June 18th, 1890. It was Presented to Groton by Frederic Bill, a Resident of the Town. It is Constructed of Stony Creek Granite and Trimmed with Maynard Freestone, is Fifty Feet Long and Forty Wide. It Contains About Four Thousand Volumes, Issued Free to Card Holders, and is Maintained by an Endowment Fund of More than Ten Thousand Dollars, also the Gift of Frederic Bill. In the Upper Portion of the Library is a Historical Room in which are Many Relics of Historic and Local Interest.

Chapter XVIII.

GROTON OF TO-DAY.

CONTEMPLATED IMPROVEMENTS — NOTEWORTHY RESIDENCES — MERCANTILE ENTERPRISES AND BUSINESS AND PROFESSIONAL MEN.

THE ROADS OF GROTON are usually kept in good condition, and the section south, to Eastern Point, is traversed by an exceptionally fine road of hard, smooth macadam. Here the highway extends along the harbor to that charming summer hotel, the Fort Griswold House, and the water views from the road-way are very beautiful.

The present selectmen of the town of Groton are, S. G. Fish, J. F. Bailey, and A. F. Hewett. The Town Clerk is Nelson Morgan, whose office is at Poquonock Bridge. The Town Treasurer is John O. Fish.

Groton is a growing town, and in it

are well represented the customary branches of professional, trade, and mercantile pursuits. The business portion of the community centres about that section of Thames Street adjacent to the landing-place of the ferry which connects Groton with New London. The concerns located here are enterprising and reliable, and represent the progressive men of Groton. Many of them are of long standing.

ALBERT L. SAUNDERS, carriage painter, has his place of business in the upper part of the building, corner of Thames and School streets. His work is uniformly excellent, properly executed.

Picturesque New London.



RESIDENCE OF CLINTON D. HANOVER, CARPENTER AND BUILDER,
Baker Avenue, Groton.

A MAN'S DUTY TO HIMSELF, provided, always, that he can afford it, is to be well dressed. While it is true that "clothes do not make the man," they go far towards so doing. At the tailoring establishment and furnishing store of H. A. Edgecomb one can find almost anything in the line of up-to-date, dressy fabrics and accessories. The workmanship which Mr. Edgecomb puts into garments of his manufacture is excellent, while the trimmings and fit are unsurpassed. His store is located on Thames Street, near the Post Office.



STORE OF HOWARD A. EDGCOMB,
GROTON.

WOODBURNE R. AVIS, M. D., was born in New Brunswick, N. J., in 1866. He was educated privately until he entered Yale Medical College. He graduated from the College of Physicians and Surgeons of Baltimore in 1894, after a three years' college, and a two years' hospital course. He is a member of the I. O. O. F., Foresters of America, United Order Golden Cross, Heptasophs, and of the A. O. U. W., of all of which, excepting the Odd Fellows, he is medical examiner. His office is at the corner of Thames and Latham streets.

EDWARD W. JARVIS, D. D. S., is a surgeon-dentist of thoroughness and skill. His location in Groton is recent, and of importance to those of its inhabitants who realize how essential to their comfort and appearance is the care of the teeth. Dr Jarvis is a graduate of the Pennsylvania College of Dental Surgery, one of the oldest institutions of like character in the United States. On its faculty are some of the most widely known men in the dental profession.

Picturesque New London.



OFFICE AND SHOP OF MARQUARDT BROTHERS, CARPENTERS AND BUILDERS,
THAMES STREET, NEAR FERRY LANDING, GROTON.

The Firm of Marquardt Brothers, Carpenters and Builders, and Dealers in Lumber and Building Materials.
Consists of Christian G., George, and Charles A. Marquardt.

H. E. MARQUARDT, Dealer in Groceries and Provisions, Thames Street, Groton, was born in Groton, June 25th, 1874. His education was obtained in the schools of Groton. He established his grocery business in 1895, and carries a full line of canned goods, teas, coffees, fruit and staple provisions. It is worth while to inspect his fine stock. In June, 1897, Mr. Marquardt was united in marriage to Miss Emma A. Chapman. His residence is on Monument Street, Groton.

CHARLES C. BLOESER, Tonsorial Artist, has for the past fifteen years occupied his present location at number 2 School Street, directly opposite the Groton Ferry Landing. The expression "tonsorial artist" is not, in Mr. Bloeser's case, a misnomer, for in any of his chairs one is sure of a good "hair-cut" or comfortable "shave"; and to perform either, surely a certain art is requisite. Mr. Bloeser is also agent for the New London Steam and Hand Laundry.

ON THAMES STREET, GROTON, is the Market of JUDSON F. BAILEY, Dealer in Meats, Poultry, Game and Vegetables. Mr. Bailey was born in Groton February 16, 1865, and was educated in its public schools. His polities are Republican. In 1895 he was elected a member of the Legislature, and at present is one of the Selectmen of Groton. He is a member of the Odd Fellows; A. O. U. W.; of the Jibboom Club, of New London, and of the Ridgley Protective Association.

GEORGE S. AVERY, Dealer in Choice Groceries, Flour, Grain and Feed, was born in Groton April 19th, 1836. His father was the Rev. J. R. Avery. His place of business is located on Thames Street, Groton, and was established in 1886. He is a member of the Groton Congregational Church, of the Association of Master Mechanics, and of Fairview Lodge of Odd Fellows. His polities are Republican. In September, 1886, he married Miss Lucy A. Larkin, of Groton.

Picturesque New London.



FIN BOAT "SPORT,"

Built by Charles F. Ferguson, Builder of All Kinds of Yachts and Launches, 65 Thames Street, Groton,
Where Boats May be Hired, as Well as Orders Given for Their Construction.

IF CAUSING TWO BLADES OF GRASS TO GROW in place of one be a benefaction, surely those appreciating land values from \$15 to \$30 per acre on the tax list, to \$500 and \$1000 per acre, are benefactors. THE GROTON REAL ESTATE COMPANY, THOMAS HAMILTON and WALTER R. DENISON, PROPRIETORS, have accomplished this. With the advent of the Eastern Shipbuilding Company, arose the necessity for more houses in Groton. Messrs. Hamilton and Denison met this demand. They purchased land, made streets and built houses. Overlooking the shipbuilding plant, they laid out the plat called "Harbor View," where they erected the Hotel Harbor View, and many cottages and two-family houses. They have here besides, fifty building lots for sale, most of them 50x140 feet, some larger. These are the most desirable lots in the borough. With another fine tract further south, they are able to meet anyone's means. To manufacturers seeking sites, liberal terms will be made.

GEORGE R. HEMPSTEAD, PLUMBER AND TINSMITH, was born in Groton May 27th, 1862, son of William F. and Welthin Dart Hempstead. As a farmer he began to be self-supporting; afterwards he became an artesian well-driller, and yet later embarked in his present business of plumbing, tinsmithing, repairing, and stove dealing, which he conducts at 92 Thames Street, opposite the Ferry Landing. He deals in Tinware of every description, Pumps, Pipes, Heaters of all kinds, Stoves and Ranges, and in Horse Goods, Harness, etc. His telephone number is 193-2. His Stoves, Heaters, and Ranges, and, in fact, all of the goods in which he deals, are of a quality that gives the best satisfaction and money-worth. His jobbing is always executed promptly and well. Mr. Hempstead is a member of the Union Lodge of Masons, of the Independent Order of Odd Fellows, the Ancient Order of United Workmen, and of the Improved Order of Heptasophs.



HEADQUARTERS OF ROBERT D. DENISON, PAINTER AND
PAPER HANGER—FERRY LANDING, GROTON.

Picturesque New London.



FERRY LANDING AND ALLYN BLOCK—GROTON.

In the Allyn Block, Recently Erected by Him, is the Grocery of Carlos W. Allyn.

CARLOS W. ALLYN, GROCER, was born in Groton, son of Wilson and Ella E. Chapman Allyn. His early education was secured in a district school, which he attended winters. After acting as clerk for John S. Morgan, and for W. J. Starr, respectively, he entered business for himself, succeeding Mr. Starr in 1892. In 1898 he purchased the corner feed store of B. M. O'Brien, operating it successfully, until recently, when he erected the brick block which he now occupies on Thames Street, near the ferry landing. At his store may be found the very best of everything in groceries. Mr. Allyn's polities are Republican. For eighteen years he has been a member of the Groton Congregational Church. He is also a member of the Fairview Lodge of Odd Fellows—of which he is Treasurer, and Charter Member from Mohegan Lodge—and of the Union Lodge of Masons. In 1895 he married Miss S. Elizabeth Throop, niece of Peleg Williams of New London.

W. L. MORGAN, WATCHMAKER AND JEWELER, and Repairer of and Dealer in Watches, Cloeks and Jewelry, is located at 89 Thames Street, Groton. He makes a specialty of thorough, first-class repairing. He is the local agent for the Rochester, Eagle, and Monarch bicycles, three of the best produced in this country. They are strictly high-grade, up-to-date wheels. Mr. Morgan deals in bicycle sundries, repairs bicycles and handles in Groton the Zonophone Talking Machine.

A GOOD PLACE TO HIRE A TEAM for business or pleasure, is the GROTON LIVERY AND BOARDING STABLE, of which William H. Hawkey is manager. The stable office is located on Fort Street, Groton. This livery furnishes first-class turn-outs at all hours, and gives prompt attention to customers. It is connected with New London by telephone, and a call over the wire will elicit a ready response, and courteous and efficient service.



RESIDENCE OF C. M. SHAY,—MERIDIAN STREET, GROTON.



ANCIENT ORDER UNITED WORKMEN'S HALL—SCHOOL STREET,
GROTON, CONNECTICUT.

Owned by the Thames Lodge Corporation. Erected in 1895.



FORT TRUMBULL—NEW LONDON, CONNECTICUT.

Fort Trumbull Received its Name in Honor of Governor Jonathan Trumbull, Governor of Connecticut during the Revolution. It is Located on Fort Neck, a Point of Land Extending into the Harbor from the West Side, about a Mile and a Half North of the Lighthouse and Nearly a Mile from the Center of the City. It is of Granite Iron from the Quarry on Millstone Point. It was Completed in 1849, at a Cost of about \$250,000. The Fort is Garrisoned by United States Troops, and is a Recruiting Station.

Chapter XIV.

ENVIRONS OF NEW LONDON.

WATERFORD—MONTVILLE—NORWICH—ALLYN'S POINT—GALE'S FERRY—NAVY YARD—GROTON STATION—NOANK.



ROBERT PALMER,

President of the Robert Palmer & Son Shipbuilding and Marine Railway Company, Noank, Connecticut.

NEW LONDON, advantageously located as a seaport, is no less fortunately situated in regard to her environment and neighboring towns. The city's connection by trolley with that portion of Waterford immediately north; with Montville and Norwich; and its easy access to Noank, by the local trains of the Consolidated Railroad, is of benefit to those places, and to New London as well.

North of New London, on the Central Vermont Railway, is Waterford Station. The village of Waterford proper is south of New London, on the Shore Line Division of the New York, New Haven and Hartford Railroad. And surrounding New London on

Picturesque New London.



RESIDENCE OF GEORGE F. HEWITT, BUILDER, 9 MAIN STREET, NEW LONDON.
Waterford. Near Uncasville.

the north, west and south, is the entire township of Waterford, numbering

Quaker Hill, a post office and village on the Norwich and New London trolley



THE UNCASVILLE MANUFACTURING COMPANY,
Uncasville (Montville) Connecticut.

about 3,000 in population. Adjacent to Waterford Station, on the north, is

Picturesque New London.



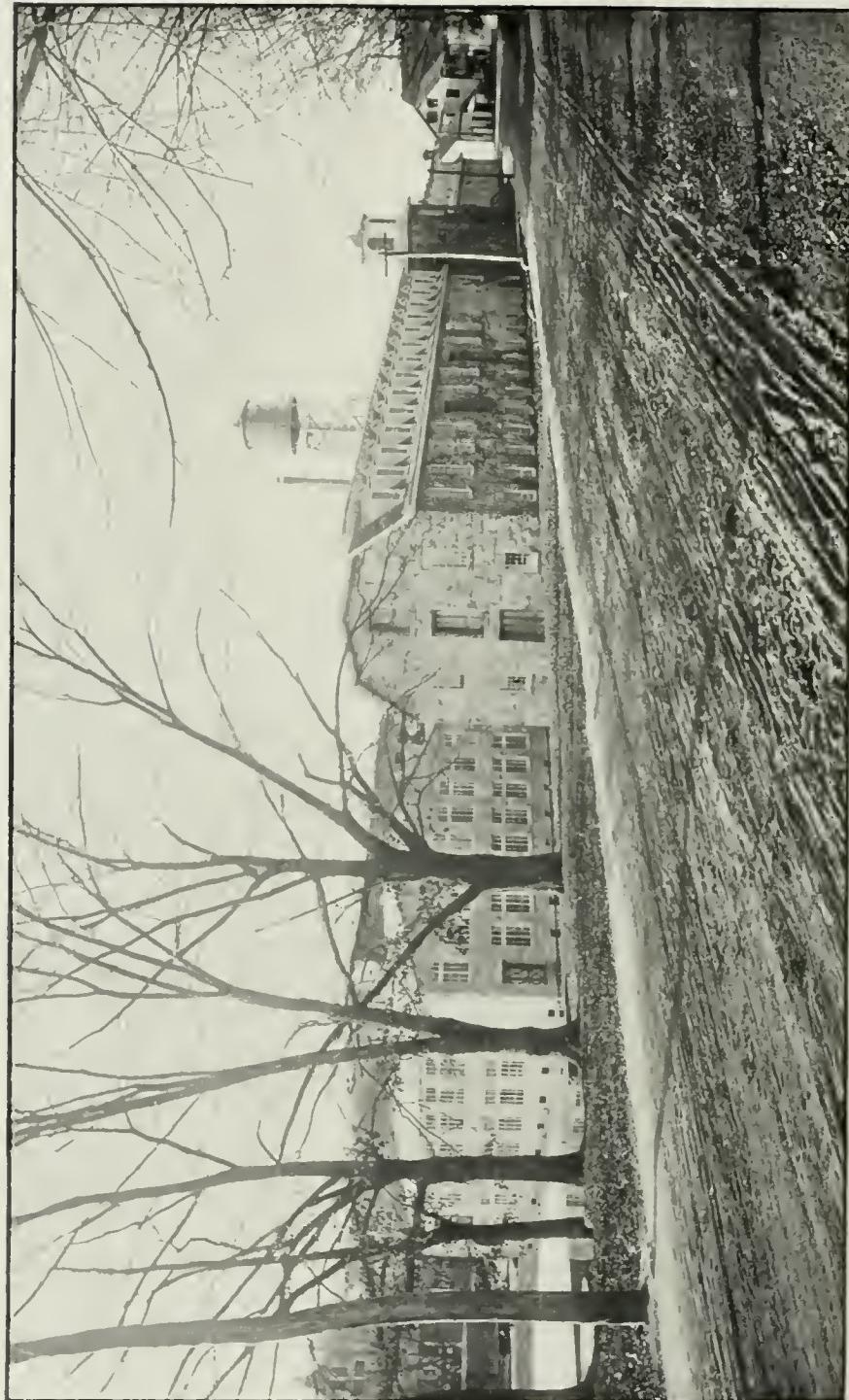
RESIDENCE OF HENRY C. JOHNSON, PRESIDENT OF THE WILLIAM G.
JOHNSON COMPANY—MONTVILLE, CONNECTICUT.

North of Quaker Hill is the town- Norwich and New London trolley line;
ship of Montville, which comprises Palmertown, Massapeag, Oakdale and



DYEWOOD AND DYEWOOD EXTRACT FACTORY OF THE WILLIAM G.
JOHNSON COMPANY—UNCASVILLE (MONTVILLE) CONNECTICUT.

Montville Station, on the Central Mohegan. Uncasville, situated six
Vermont Railway; Uncasville, on the miles north of New London, is the



MILLS OF THE PALMER BROTHERS COMPANY, MANUFACTURERS OF BED COMFORTABLES,
PALMERTOWN (MONTVILLE) CONNECTICUT.



THE BOSTON STORE, THE SHOPPING CENTER OF NORWICH—THE GREAT
DEPARTMENT STORE OF THE REID & HUGHES COMPANY,
MAIN STREET.

Picturesque New London.

home of the Uneasville Manufacturing Company, cotton manufacturers, of which Mr. Charles D. White is Manager. Here are also located the works of the William G. Johnson Company, manufacturers of dyewood and pure dyewood extracts and liquors. This company has had a long and successful existence; it was established in 1834.

To the northwest of Montville is Palmertown, one of the sites of the manufactories of the Palmer Brothers Company, manufacturers of bed comfortables. The Palmer Brothers have, also, mills in Oakdale and Fitchville, Connecticut. Palmertown has, as well, manufactures of paper—by the mills belonging to the estate of the C. M. Robertson Company—and of cotton and wool. It is two miles from Montville Station. From Palmertown, to the northward, lies Massapeag, a station on the Central Vermont Railway.

And still further north, but three miles south of Norwich, is the village of Mohegan, situated on the same railroad line.

Montville, once the North Parish of New London, is very nearly equi-distant between Norwich and that city, on the west bank of the River Thames. It is intersected by the Central Vermont Railroad and the Norwich and New London trolley line, and in population numbers close to 3,000. Between Montville and Norwich, one mile south of the latter, is Thamesville, also a station on the Central Vermont.

Fourteen miles north of New London, approximately, is Norwich, one of the county seats of New London County, and a prominent trade center for Eastern Connecticut. This busy city is charmingly situated at the head of navigation on the Thames, which is formed here by the confluence of



GENERAL OFFICE OF THE NEW LONDON COUNTY MUTUAL FIRE INSURANCE COMPANY, OF NORWICH, CONNECTICUT—OVER CHELSEA SAVINGS BANK, SHETUCKET STREET.

The Policies of the New London County Mutual Fire Insurance Company Cover Damage by Lightning, Whether Fire Ensues or not. Officers: C. J. Winters, President; J. F. Williams, Secretary; L. H. Williams, Assistant Secretary; I. L. Peck, Treasurer.

Picturesque New London.



RESIDENCE OF ROBERT PALMER—NOANK, CONNECTICUT.

the Yantic and Shetucket rivers. It is connected with New London by trolley and steam railways, and by steamboat. It has direct railroad connections with the north and northwest as well. For its beautiful residences, its broad, shaded avenues and fine streets, and for its important manufactures, Norwich is justly famed. In population it has between twenty-seven and twenty-eight thousand.

The foregoing places between New London and Norwich are immediately west of the Thames river, and such of them as are railroad stations, are on the line of the Central Vermont Railway. Skirting the eastern bank of the Thames, and yet another link connecting Norwich and New London, are the tracks of the Norwich and Worcester Division of the New York, New Haven & Hartford Railroad. The noteworthy stations along this line, from Norwich to New London, are Allyn's Point, Gale's Ferry, the Navy Yard, and Groton Station.

In the township of Groton, about seven miles from New London in an

easterly direction is Noank, a charming rural coast town, located on a delightful section of the Atlantic shore at the mouth of the Mystic river. Its shady streets and comfortable homes with their well kept lawns and grounds, lend an atmosphere of thrift, orderliness and peace. The chief supporting industries of Noank are shipbuilding and fishing. It is the home of The Robert Palmer & Son Shipbuilding and Marine Railway Company, one of the foremost concerns in the country engaged in the construction of maritime craft.

Noank is on the Shore Line Division of the New York, New Haven and Hartford Railroad. Of churches it has two, Baptist and Methodist in denomination. The school facilities are good, and are represented by a centrally located school edifice, in which the grades range inclusively from Primary to High.

The hotel accommodations are unusually good, and summer visitors to the village find it a delightful place of recreation.

Picturesque New London.

The water views about Noank are fine, and the sea air is healthful and bracing.

The town numbers in population about fifteen hundred. Many of its working inhabitants are employed in the shipyard, many are engaged in fishing, and some have achieved success in mercantile pursuits.

ROSWELL BURROWS FITCH, of Noank, was born in Groton, Connecticut, April 19th, 1833. His parents were Elisha and Mary P. Fitch. At twelve years of age he commenced to be self-supporting, and from then until he was fourteen, occupied a clerkship in a general store. Later his summers were spent in fishing for a livelihood, and his winters in attending school. Subsequently he again became clerk

in a store, and was afterwards engaged to assume the management of a union store which was erected for the special purpose of being placed under his charge. In 1851 he became an active partner in the business, and bought out, one-by-one, the twelve other owners, until he possessed absolute control. In May, 1890, he sold his business, and closed an active commercial career of thirty-five years' duration.

In October, 1854, Mr. Fitch married Ellen Elizabeth Wilbur, who died February 13th, 1874,

leaving a son, Walter Wilbur Fitch, who was born in 1859, and died December 26th, 1888. Mr. Fitch married again, in 1875, Olive Elizabeth Wilmot. Mr. and Mrs. Fitch have a daughter, Elizabeth Wilbur Fitch, born April 10th, 1884.



ROSWELL B. FITCH.



RESIDENCE OF ROSWELL B. FITCH—NOANK, CONNECTICUT.



DOCK AND YARD VIEW IN THE SHIPYARD OF THE ROBERT PALMER & SON
SHIPBUILDING AND MARINE RAILWAY COMPANY,
NOANK, CONNECTICUT.

The Officers of The Robert Palmer & Son Shipbuilding and Marine Railway Company are, Robert Palmer, President; Robert P. Wilbur, Vice-President; Robert Palmer, Jr., Secretary and Treasurer; and John E. McDonald, Superintendent. Robert Palmer, the President, was Born in Noank, May 26, 1825, At the Age of Twenty, With His Father, He Engaged in the Shipbuilding Industry, Succeeding His Father More Than Fifty Years Ago, and Establishing From Small Beginnings, One of the Largest Modern Shipbuilding Enterprises in the Country. The Plant Has Turned Out Over 500 Vessels, Varying in Size From the Ordinary Fishing Vessel to the Large, Palatial Sound Steamers. Mr. Palmer's Politics are Republican. He Has Served Two Terms in the State Legislature, Has Been Deacon of the Noank Baptist Church for 48 Years, Superintendent of Its Sunday School for 55 Years, and is President of the Mystic and Noank Library.



VIEW IN THE ROBERT PALMER & SON SHIPBUILDING AND MARINE RAIL-
WAY COMPANY'S YARD—SHOWING WORK UNDER CONSTRUCTION
AND VESSELS ON THE WAYS.



DANIEL F. PACKER, INVENTOR, AND FOUNDER OF THE PACKER
MANUFACTURING COMPANY, OF NEW YORK.

Mr. Packer was Born in Groton, April 6th, 1825. In His Early Days He Followed His Predilection for the Sea, Crossing the Atlantic a Number of Times, and at Twenty-One Became Captain and Part Owner of a Vessel. In 1851-52 He Spent Most of His Time in California, Looking After the Interests He Had Acquired in the Gold Mines.

The First Pine Tar Soap Ever Made was Originated and Manufactured by Daniel F. Packer—the Soap Which is Now Commonly Known in the Business World, and in About All American Households, as Well as in Those of Nearly All Civilized Countries, as "Packer's Tar Soap." For the Last Twenty-Five Years He Has Been Engaged Principally in the Manufacture of this Celebrated Soap.

Mr. Packer Resides in Mystic. His Elegant Home, "Grand View Cottage," is On the Banks of the Mystic River.



SOLDIERS' MONUMENT — JUNCTION OF EAST MAIN STREET AND BROADWAY, MYSTIC.

Chapter XV.

ENVIRONS OF NEW LONDON—MYSTIC.

THE BEAUTIFUL SCENERY OF A CHARMING AMERICAN COAST TOWN—ITS DELIGHTFUL LAND AND WATER VIEWS—NOTEWORTHY CHURCHES—HOMES AND POINTS OF GENERAL INTEREST—PORTRAITS OF MEN PROMINENT IN THE PROFESSIONAL, SEAFARING, COMMERCIAL, AND ARTISTIC LIFE OF MYSTIC.



CAPTAIN JOSEPH W. HOLMES.

MANY ARE THE BEAUTIFUL COAST TOWNS OF NEW ENGLAND; many the enchanting inland rural villages; less numerous are those possessing the two-fold charm of water view and verdant, wooded hill and dale. The country by the sea; the sea reaching to the country! How fine to experience at once the delights of green meadows, rugged hillsides, dark, deep-recessed forest, and the exhilaration and coolness

of Old Ocean's breezes, saline and invigorating! Favored with such a combination of charming characteristics is Mystic, Connecticut, once aptly termed by an enthusiastic writer, "The Gem of New England." It attracts, by reason of its incomparable scenery, many artists of note. Mr. Charles H. Davis, a resident of the village, is a painter of widespread fame.

East of the village is a commanding eminence from which may be had a view that in comprehensiveness and beauty is almost bewildering. In the dim distance far to the southward is Montauk Point, in the middle distance is Fisher's Island, and near the river's union with the sea are Mystic and Mason's islands, all surrounded by dancing waves that glint and shimmer in the sunlight. To the westward—molten silver between emerald banks—flows the Mystic River. Below is the village, peaceful, yet unidle, its cozy homes discernible between vistas of green foliage. To the northward are the winding river valleys and

Picturesque New London.

forest, orchards and farm lands, and picturesque houses. The spires of Old Mystic can be seen, and at the valley's head, ten miles distant, may be discerned the outlines of Lantern Hill.

As a field for the exercise of photographic study, Mystic and its immediate vicinity are remarkably prolific, and rise with subjects that delight the artistic eye.

And in Mr. George E. Tingley, a resident of the town, it possesses a photographist of rare talent and discrimination, who, with his camera, sees res wonderful scenic effects. Mr. Tingley was born in Mystic September 17th, 1864. For nearly twenty years he has given his attention to the study of photography in its diverse forms, looking always to the possibilities of superlative artistic attainment.

Truly, one is ready to believe that the environment has made the man. Mr. Tingley's enthusiasm in his profession is unbounded. That his zeal and talent have borne abundant fruit is demonstrated by his universal fame and recognition. His work is known far and wide for beauty and uniqueness of subject, and his collection of landscape and outdoor scenes is a revelation in

photography. While he excels in portraiture and character studies, his chief delight is to roam a-field with his camera, and reproduce the lovely views in which his locality abounds. A citation of his work is really more within the province of a dissertation upon art than that of a mere untechnical description. However, in connection

with the village of Mystic, his name and professional attributes and repute constitute more than a simple matter of relevance. Within the past four years Mr. Tingley has been awarded eight medals for the excellence and artistic merit of his pictures, by the Photographers' Association of America, the Photographers' Association of New England and by the Photographers' Association

of Ohio. He has also frequently received honorable mention and various diplomas.

The history of Mystic, like that of many similarly located villages, possesses peculiar fascination. On the summit of the hill west of the river Captain John Mason, in June, 1637, with less than one hundred men under his command, waged a fierce and



GEORGE E. TINGLEY,
Photographist.

Picturesque New London.

victorious battle against the Pequot Indians. Near the spot where the battle raged has been erected to Captain Mason a monument commemorating the sanguinary occurrence and his bravery. The town's earliest inhabitants were men of pioneer spirit and determination. And into subsequent generations these qualities were infused. In the Revolution, Mystic's sons took active part. To the War of 1812, and to the Civil War also, went brave men from within its confines, and a good account they gave of themselves. In August, 1814, when the British fleet made an attack upon Stonington, volunteers from Mystic aided in the town's defence. Mystic is in New London county, on the Mystic River, nearly equally distant from New York and Boston. It is east by northeast in its direction from New London, with which it has direct communication by both trains and steamers. The village is within easy accessibility from New York, Boston, Providence, New Haven, and intermediate stations. Its river,

from the Sound, is an admirable water highway, navigable in all seasons of the year, and by means of which products possible of coastwise shipment can be inexpensively transported to its wharves.

Of shipbuilding, Mystic has had her share—the industry is now extant—and from her shores many a gallant vessel has been wedded to the sea, to acquit herself admirably in the commerce of the world. Of her intrepid sailor-men the village has reason to be proud. In venturesome voyages and successful in loyalty, honor, and industry, they have ever been among the foremost.

Mystic sends to the marts of trade



DR. CHARLES VOORHEES BUTTLER.

many products of her own. Within her boundaries are located velvet and woolen mills, a spool factory, a branch manufactory of a prominent printing press company, and machine shops and gasoline engine works. It also has a number of builders of first-class steam launches and small craft, and a ship-yard where larger vessels are

Picturesque New London.

construed. It has, besides, a printing office and a weekly newspaper. Its population is about four thousand, five hundred. The town is busy as well as beautiful. From its precincts men have gone forth to battle with the world, and have inscribed their names high upon the monument to human endeavor, and Mystic and the world are better for their lives.

Mystic is the home of a goodly number of retired sea captains, hale and hearty, who could, were they so disposed, tell many a stirring tale of adventures experienced by those who go down to the sea in ships.

About as thrilling and perilous occurrences as any outside of yellow-covered literature have fallen to the lot of Albert Crary Burrows, during his long maritime career. The Captain was connected with the Mallory Line of Steamships for over twenty years, and it was while in command of one of the steamers of this company, ("The Rio Grande") that, when at sea, ninety miles from the Delaware Breakwater, fire was discovered in her hold. There was but one avenue of safety, coolly, and with a remarkable display of "nerve" and judgment the intrepid captain realized and seized the opportunity.

Overhauling an Italian barque, he transferred to her his passengers—ninety-seven in number—and running his flaming ship upon the shoals, sank her to the decks, completely extinguishing the fire. With the aid of his dauntless crew he pumped the vessel out, floated her, and within fifty-one hours from the discovery of the flames, had again overtaken the Italian and re-transferred his passengers. Captain Burrows was born in Colchester, Connecticut, June 7th, 1837, son of Brutus and Julia West Burrows. He went to sea when but fourteen years of age, and has made more than one hundred trips across the Atlantic, and sailed

on many a whaling expedition.

To Mystic belongs the honor of having produced the ship that made the shortest voyage between New York and San Francisco ever credited to a sailing vessel. This was accomplished by the late Captain John E. Williams in 1860. The ship in which he achieved the feat was the "Andrew Jackson," built in Mystic in 1853-54. The record time was eighty-nine days and four hours, exceeding the closest previous record by nine hours.

In recognition of the achievement the owners of the ship presented Captain Williams with an elegant chronometer



EBEN P. COUCH,
Postmaster at Mystic.



CAPTAIN ALBERT CRARY
BURROWS.

Picturesque New London.

watch. Captain Williams was prominent in Masonic circles, a fine type of the intelligent, trustworthy sea-captain, and his death was a loss to Mystic.

Captain Joseph Warren Holmes, another of Mystic's retired sailing masters, was born in Mystic April 7th, 1824. His parents were Jeremiah and Ann Bordell Denison Holmes, both of Mystic. Jeremiah Holmes was one of the soldiers who repelled the British fleet in its attack upon Stonington in 1814. Previous to this time he had for three years been impressed into service in the British Navy, where he had acquired much skill in gun practice, which, as he was in command of the battery at Stonington, he turned to good account against the invading ships. Captain J. W. Holmes became commander of a vessel when but twenty-one years of age. He has made during his seafaring career, eighty-three voyages around Cape Horn, and fourteen around the Cape of Good Hope. For a period covering fourteen years of his life he has at various times commanded prosperously conducted whaling voyages.

Mystic is an ideal residential town: peaceful, balmy of air, and healthful.



RESIDENCE OF DR. JOHN K. BUCKLYN, JR.,
East Main Street, Mystic.

The residence and offices of Dr. John Knight Bucklyn, Jr., one of its ablest



CAPTAIN JOHN E. WILLIAMS.

physicians, are located on East Main Street, Mystic, and are connected by telephone. Dr. Bucklyn is a graduate of the New York Medical College, class of 1887, and of the Mystic Valley

English and Classical Institute, J. K. Bucklyn, L. L. D., Principal. He has a large practice in Mystic, Stonington, Old Mystic, Noank, Poquonock, and New London. He is a member of the Odd Fellows, and Medical Examiner for the Prudential Life Insurance Company, of Newark, New Jersey, and for the Knights of Pythias. His office hours are from 2 to 3, and 7 to 8 P. M. Dr.

Bucklyn was born in Mystic July 31st, 1865, son of Professor John K. Bucklyn

Picturesque New London.



EAST VIEW HOUSE, MYSTIC, CONNECTICUT—RESIDENCE OF ELI GLEDHILL.

and Mary M. Young Bucklyn. On June 25th, 1891, he was united in marriage to Mary Emma Hall, of Mystic.

The village is admirably governed and maintained. Its business and

professional men are exceptionally able and conscientious. The medical profession is represented by several physicians of experience and skill, prominent among whom are Dr. J. K. Bucklyn, Jr., and Dr. Charles Voor-



THE MYSTIC MANUFACTURING COMPANY—MANUFACTURERS OF WOOLENS.

Picturesque New London.



RESIDENCE OF CHRISTOPHER MORGAN—CORNER OF BROADWAY AND EAST MAIN STREET, MYSTIC.

hees Buttler. During the Spanish-American War, Dr. Buttler was Acting Assistant Surgeon in the United States Army, serving in typhoid fever hospitals at Camp Alger, Jacksonville, Florida, and Savannah, Georgia. Dr.

Buttler has studied under Dr. Storer, the eminent gynecologist, of New York, and has been Visiting Physician at the William W. Backus Hospital, of Norwich, Connecticut.

Enchanting, with the magic of the



RESIDENCE OF MRS. H. E. G. STILLMAN—GREENMANVILLE AVENUE, MYSTIC.

Picturesque New London.



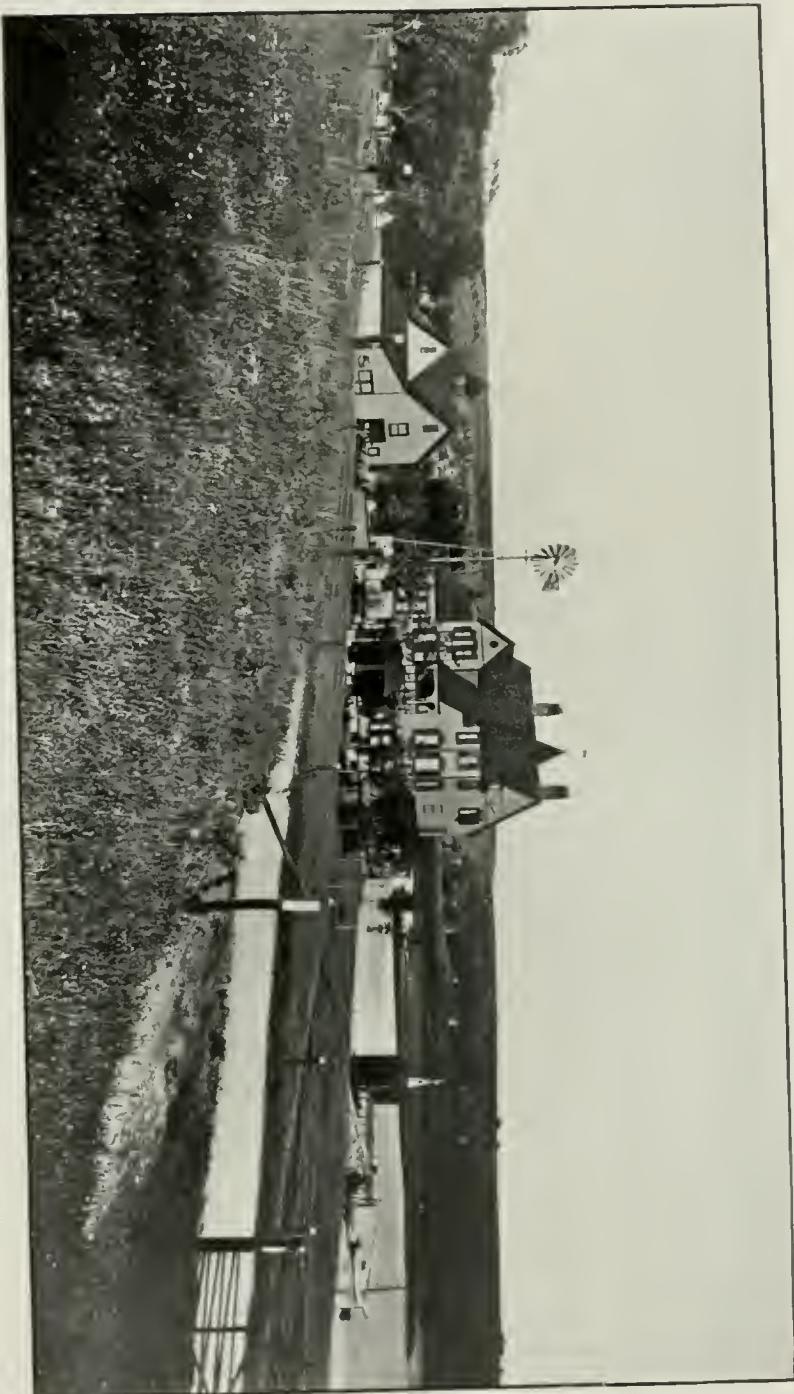
"RIVERVIEW," OLD MYSTIC RESIDENCE OF CHARLES Q. ELDREDGE,
At the Head of the Beautiful Mystic River.

country and of the ocean: peaceful, with the peace of a well conducted, law-abiding village; dear to the hearts of all her children, and enshrined in the memories of those who have appre-

ciatively enjoyed her dainty, yet withal inspiring charms. Mystic is the ideal home, and the ideal recreation place of the sojourner and seeker after the beautiful in nature.



ONE OF THE FINE RESIDENCES OF MYSTIC—PEARL STREET.



"RIVERVIEW," OLD MYSTIC, CONNECTICUT — THE HOME OF CHARLES Q. ELDREDGE.

The Residence of Mr. Eldredge is at the Head of Tide-Water, on the West Bank of the Beautiful Mystic River, and is Justly Credited with being the Finest Country Place in the Mystic Valley. A Park of Twenty-Five Acres, with Romantic Drives, and a Multitude of Flowers, Add Much to the Natural and Lovely Surroundings. While Upon the Water the Yacht "James G. Blaine," Naphtha Launch "Hoosick," Sail Boat "Roxane," and Skiffs and Rowboats, Make up Numberless Sources of Pleasure and Delight to the Ever Welcome Guests, who in Numbers Each Summer, Enjoy the Hospitality of Mr. and Mrs. Eldredge, at "RIVERVIEW."



ST. PATRICK'S ROMAN CATHOLIC CHURCH—MYSTIC.
Church Street.
Rev. P. P. Shahan, Rector.

METHODIST CHURCH—MYSTIC.
Corner Willow and Church Streets.
Rev. John McVey, Pastor.

ST. MARK'S EPISCOPAL CHURCH—MYSTIC.
Pearl Street.

UNION BAPTIST CHURCH—MYSTIC.
High and Library Streets.
Rev. Byron U. Hatfield, Pastor.

MYSTIC CONGREGATIONAL CHURCH.
East Main Street and Broadway.
Rev. Clair F. Luther, Pastor.



MYSTIC AND NOANK LIBRARY—LIBRARY STREET, MYSTIC.

The Mystic and Noank Library Building was Erected in 1892. The Library was Incorporated in 1893. The Construction of the Mystic and Noank Library was Made Possible Through the Generosity of the Late Captain Elihu Spicer, Who Provided a Fund for that Purpose. Captain Spicer was Born in Noank, and Spent a Considerable Portion of his Life in Mystic. He Died in Brooklyn, N. Y., February 15th, 1893. The Library Building is Beautiful in Construction and Design, and is Located in the Midst of Spacious and Charming Grounds.



MYSTIC'S PRINCIPAL BUSINESS STREET—MAIN STREET, LOOKING WEST.

Picturesque New London.

THE DRIVES IN AND ABOUT Mystic are beautiful. Skirting the shores, through green fields, and by wooded or rocky slopes, wind the roads, affording land and water views of surprising beauty. To Stonington, Westerly, Watch Hill, Norwichtown, New London, and to Lantern Hill and the Old Road Church, are drives fraught with loveliness and historic interest. Around the river, from Mystic to Old Mystic on the north, and through Pequot Avenue to the John Mason Monument are also drives of variety and charm.

about Mystic, and with its various points of interest and beauty. His stables are well appointed in every detail, and no item essential to the safety, convenience, or pleasure of his patrons is permitted by him to remain overlooked. Telephone calls during either the day or night are responded to promptly, and receive ready and courteous attention. Carriages from his stable meet all trains at the Mystic depot. Mr. Brown was born in Mystic thirty-eight years ago. His parents were Roswell and Catherine



THE BANK SQUARE LIVERY AND BOARDING STABLES—
JAMES E. F. BROWN, PROPRIETOR.

For the enjoyment of the pleasures offered by these delightful highways, the village affords ample facilities. Its public stables are of the usual high order maintained at warm weather resorts frequented by visitors of wealth and refinement. Noteworthy among the liveries of Mystic are the Bank Square Stables on Water Street, of which Mr. James E. F. Brown is the proprietor. Mr. Brown has many comfortable and stylish turnouts. His horses are all well groomed animals of fine fettle and reliable disposition. When desired, he furnishes efficient drivers, who are thoroughly conversant with the roads

W. Chesebrough Brown, of well known North Stonington and Groton families respectively. His wife, who was formerly Mary S. Logee, daughter of James Logee, of Danielson, Connecticut, is of estimable Connecticut lineage. Roswell Brown, his father, in earlier days operated a stage route between Mystic and Stonington, connecting at the latter place with the New York boats. The livery business—until the demise of the elder Mr. Brown, about six years ago—was conducted by the father and son. Since then Mr. J. E. F. Brown has been the proprietor of the establishment.

Picturesque New London.



THE MYSTIC RIVER NATIONAL BANK—MYSTIC.

The Mystic River Bank was Organized and Commenced Business in November, 1851. Charles Mallory was its First President, and George W. Noyes its Earliest Cashier. In 1860 Nathan G. Fish was Elected President. In 1864 it was Changed From a State Bank to a National Banking Association. The Present Officers of the Bank are F. M. Manning, President; and Henry B. Noyes, Cashier. Since its Inception the Bank Has Had Four Presidents.

ON RIVER AVENUE, MYSTIC, are the granite, marble, and monument works of John Trevena, who manufactures and deals in every variety of this

character of product. Mr. Trevena gives particular attention to designing, and makes a specialty of lettering and cleaning monuments in cemeteries.



SHOE AND FURNISHING STORE OF J. W. PHILLIPS—MAIN STREET, MYSTIC.

The Stock of Fine Shoes and Men's Furnishings at J. W. Phillips' Store is Complete in Every Detail.
It is the Principal Shoe House in Mystic.



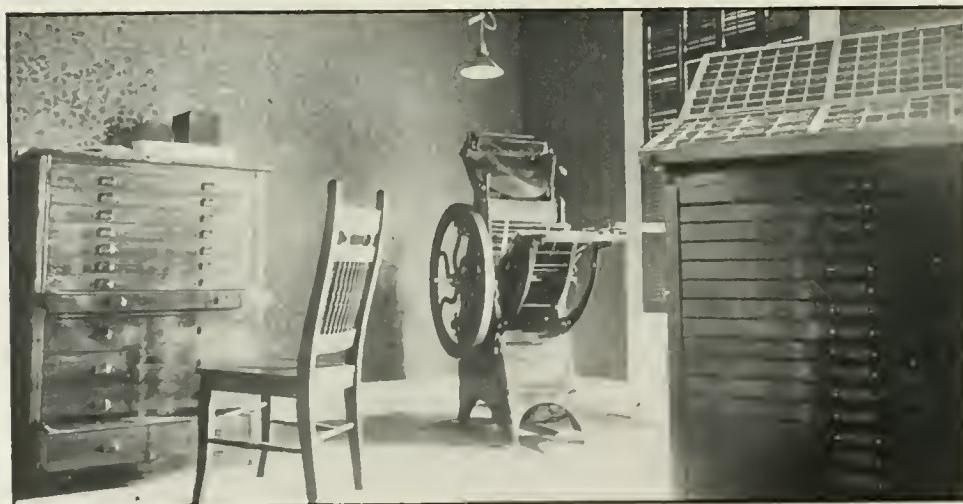
MYSTIC MONUMENTAL WORKS, RIVER AVENUE—JOHN TREVENA, PROP'R.

ONE OF THE LARGEST silk spool manufacturing plants in this country is that of the Allen Spool and Printing Company, manufacturers and printers of spool and braid rolls, Mystic, Connecticut. It is the only concern of like character fully equipped with automatic spool-making machinery, which is manufactured from the company's own patents. The company was established in 1878.



H. N. WHEELER'S DRUG STORE,
MAIN STREET, MYSTIC.

DR. A. R. PARK, located over the Mystic Pharmacy, Main Street is an expert specialist in hernia cases. His trusses are of his own manufacture. His extensive study of hernia, and his wide experience enable him to so use the plastic conforming qualities of his scientifically constructed trusses, that they permanently reduce the hernia, and it eventually becomes cured.



PRINTING OFFICE OF C. I. BARSTOW—BUCKLEY BLOCK, MYSTIC.



MILLSTONE GRANITE QUARRIES—MILLSTONE, CONNECTICUT.

A View of the Yard, Showing Where the Best New England Granite is Produced and Manufactured for Monumental and Building Work.

Chapter XVII.

ENVIRONS OF NEW LONDON.

WATERFORD, SOUTH — JORDAN VILLAGE — OSWEGATCHIE — MILLSTONE — PLEASURE BEACH — EAST LYME AND NIANTIC — CRESCENT BEACH — SOUTH LYME — BLACKHALL — LYME — SAYBROOK JUNCTION — THE CONNECTICUT VALLEY TO MIDDLETOWN AND HARTFORD.

ON THE SOUTH New London is closely allied, in business and social interests, by the passenger service of the New York, New Haven and Hartford Railroad principally, with a number of towns and villages of importance.

A part of the Town of Waterford lies next the City of New London. Jordan, the central village of this town, is reached by team. It is an interesting hamlet, with pleasant homes, its church and schoolhouse, and a picturesque old mill, almost rivalling in antiquity the Old Mill at New London.

In the same way, by team, Oswegatchie, a popular summer colony with a good hotel, is also reached. The settlement is on the borders of the Niantic River, and affords fine water views, charming drives, and excellent opportunities for boating and out-door games.

Waterford proper, and Millstone, the first stations on the Shore Line

Division of the New York, New Haven and Hartford Railroad, furnish convenient access to the famous quarries of this section: the Booth Brothers and Hurricane Isle Quarry, near the Great Neck Highway, and the Gardiner Quarry, at Millstone Point. Pleasure Beach, one of the favorite outing-places of the town, is on Niantic Bay. It is the summer home of a number of families, and has a comfortable hotel for the accommodation of other sojourners.

Niantic is the next place of importance on this line. The facilities for boating, bathing, and fishing here are excellent. On the Niantic River, in the olden days, many a good vessel for the coast trade was built. On the shores of the Bay many a feast of clams and fish was enjoyed by the inlander on his annual shore trip. Niantic is now one of the most attractive resting places in summer, and a busy fishing village in the season. The

Picturesque New London.

works of the Niantic Shoe Company are located here, furnishing employment to a number of Niantic and East Lyme people in a new local industry. Good hotel accommodations can be found near the station.

Crescent Beach, the next station, is the bright and lively home of a large number of cottagers, with three or four hotels of fair style and capacity. The bathing, boating, and fishing, the delightful sea air, and the water views, are the special points of attraction here. South Lyme and Blackhall are small places on the same road; Lyme, with its population of about seven hundred and fifty souls, coming next, before crossing the Connecticut River and arriving at Saybrook Junction. This junction has a wide

celebrity. Here is the best known portion of a little town of about sixteen hundred and fifty people. Its front is not particularly fascinating, but back of it will be found a pleasant and interesting village. From this place Fenwick Point can be reached, by transfer. New Haven, New York, and the world beyond, can be gotten at by the main through line—the Shore Line Division.

The Valley Branch of the main line introduces one to the pleasant towns and villages of the Connecticut Valley to Middletown, a beautiful old city—the seat of Wesleyan University, the home of the L. E. Palmer Company, and a number of important manufacturing establishments—and to Hartford, the Capital of the State.



OLD JORDAN MILL.

ESTABLISHED 1712.

Situated at the Head of Jordan Cove, Jordan (Waterford) Connecticut. Where the Celebrated Jordan Table Meal is Manufactured by C. H. Brooks.

THE MILLSTONE GRANITE QUARRIES, located at Millstone, Connecticut, were established prior to 1834 by Benajah Gardiner. Its present management, under the proprietorship of Henry Gardiner, dates its control from 1888. The Gardiner Quarry is one of the busiest and most productive in the world, and annually turns out enormous quantities of granite, which it ships to nearly every portion of the civilized globe. Its product is used in all instances where the finest quality of material is exacted. The stone is a "true granite," and is free from foreign and deteriorative qualities.

Many famous structures and memorials throughout the country have Millstone granite incorporated in their constructive elements. Among them are the following: The Custom House facade, New London; the City Hall, Norwich, Connecticut; the inscriptions on the Saratoga Monument, at Saratoga, New York; the Mausoleum of

George W. Childs, Philadelphia; and the monument to the memory of the late P. T. Barnum, in Riverside Park, Bridgeport, Connecticut.

The Millstone plant is modern in every particular, and operates the finest of up-to-date machinery and general appurtenances available. Its advantages of location add materially to its transportation conveniences, as it is situated on the New York, New Haven and Hartford Railroad, and has a fine frontage on the ocean, which provides excellent dock facilities.

THE WELL KNOWN CORPORATION OF BOOTH BROTHERS AND HURRICANE ISLE GRANITE COMPANY have been identified with the granite trade in all its phases for nearly thirty years. Wherever the stone interests are known, the prominence of this company has been extended, for no other corporation has had more to do with National, State, and Municipal governments. Examples of the corporation's

THE WATERFORD QUARRIES OF BOOTH BROTHERS AND HURRICANE ISLE GRANITE COMPANY — WATERFORD,

CONNECTICUT. THE COMPANY ALSO HAVE EXTENSIVE INTERESTS IN MAINE.

The Waterford Quarry Shown in the Accompanying Illustration is Situated in a Southwesterly Direction From the City of New London, a Distance of Four Miles From State Street, and Borders on the Great Neck Highway. Thirty Years Ago the Land on Which the Quarry is Situated Was a Common Pasture Lot. Prior to its Occupancy by Booth Brothers and Hurricane Isle Granite Company it Had Been Worked in a Desultory Way, and Where Now Yawns a Vast Opening There Was a Small Aperture. It Remained for the Latter Firm to Develop the Quarry and Extend the Celebrity of the Product Through the Wide Avenues of the Industrial World. The Prestige of the Firm Was So Well Established That the New Quarry Had a Mushroom Growth in its Truest Literal Sense, as Attested To-Day by the Incontrovertible Fact of its Proud Position Among the Finest Granites of the World. The Executive Offices of the Company are at 207 Broadway, New York.



Picturesque New London.

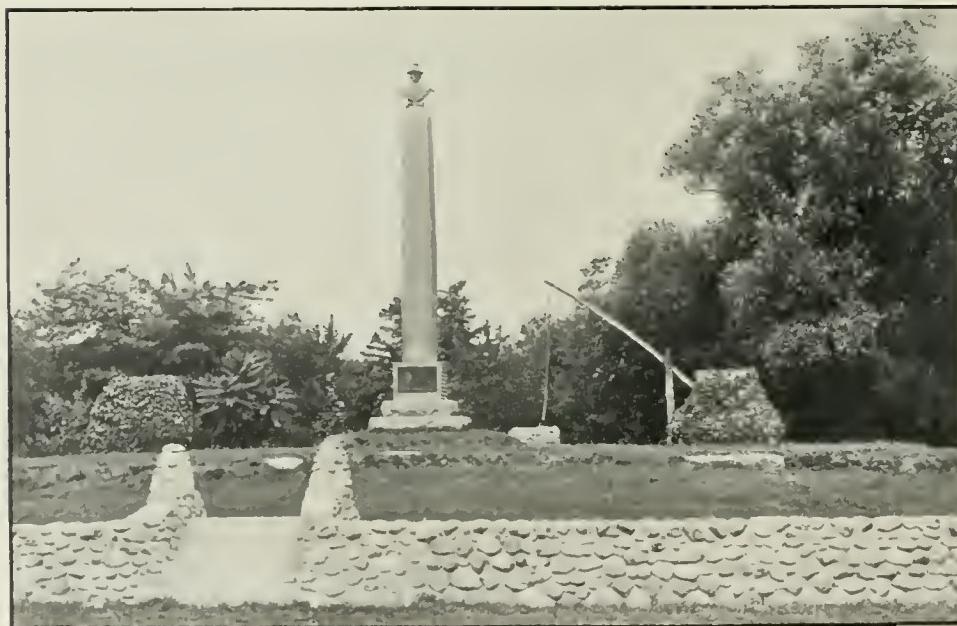
industry, capacity and progressiveness are shown in the fine buildings which they have constructed in many cities all over the land, as well as the monumental work of the highest order of artistic skill, which adorns many of the cemeteries in the New England and Middle Western States. Besides their Waterford Quarry the company have large interests in the State of Maine, in the following localities: Hurricane Isle, Waldoboro, Jonesport, Long Cove, State Point, Pequot, and Vinal Haven, where hundreds of men are employed, and stone of any dimensions can be quarried and handled, as the most improved machinery is in use, both in mining the stone and in its conversion to the finished product. From the quarries as enumerated, dressed stone for public buildings, vaults and tombs, is transported to all parts of the country.

The granite of this company stands for the highest order of cemetery work, it being especially adapted for sculptural designs, on account of its fine texture and the uniformity of its appearance. The elements which make up its physical composition are so well distributed that the ravages of the

weather and atmospheric conditions have less effect upon it than on many other granites. The finest cemeteries of the Eastern and Middle States contain many memorials produced at this quarry, exhibiting the grandest conception of art that genius has imparted to man. In Cedar Grove Cemetery, too, may be seen the products of this famous quarry.

A NICELY-LETTERED MODERN SIGN gives a business firm a certain amount of prestige. Mr. L. Stoddard, 50 State Street, over Barker & May, is an artist in sign writing whose specialty is the making of signs for advertising purposes. He also makes original designs for trade-marks, emblems, etc. He treats all subjects in an artistic manner, adapting them to the advertisers' use. In mural work of all kinds for house or church decoration he is a master.

ANTHONY & TRAGGIO, wholesale and retail manufacturers of confectionery, at 186 State Street, established their business in 1889. Their goods are of superior quality, and always fresh. For the unsurpassed deliciousness of their ice cream and soda water, they possess a reputation all their own.



THE AVERY MEMORIAL—AVERY MEMORIAL PARK, GROTON.

The Avery Memorial Marks the Site of the Old "Hive of the Averys," Built in 1656 by Captain James Avery and Occupied by Him and Seven Generations of His Descendants Until it was Burned, on the Night of July 20th, 1894. Avery Memorial Park is Two Miles from New London, on the Shore Line Railroad, and May Be Seen from the Passing Trains. The Secretary of the Avery Memorial Association is Miss Helen M. Avery, of Number 6, North Main Street, New London.

Picturesque New London.

CAPTAIN THOMAS A. SCOTT, a famous diver, wrecker and contractor of New London, Connecticut, was born at Snow Hill, Worcester County, Maryland, August 10th, 1830, the son of William and Elizabeth Scott.

In 1873 he became a resident of New London, undertaking at that time a government contract to build Race Rock Lighthouse, besides many other important contracts in wharf and sea-wall construction, among which was Pier No. 1,

North River, New York. He also enjoys the distinction of being the first man to work on the Brooklyn Bridge, having made all the preliminary examinations of the river bottom, and superintended the work of laying the foundations of the spans. His wharf on Pequot avenue extends two hundred feet into the harbor and has a frontage of two hundred and fifty feet. His extensive business requires four tugs, five lighters, two floating piledrivers, a

dredge with five scows, besides pumps, boilers and heavy gear of every kind,

and a working force of nearly one hundred men. Thus his equipment is equal to any emergency. Captain Scott's presence of mind, added to his quickness of thought and prompt, decisive action, makes him admirably successful in his chosen line of work. In politics the Captain is a Republican. He has served as Alderman one term.

On September 5, 1855, he was married to Harriet Whitbeck, of Port Jefferson, L. I., a native of Catskill, N. Y.

Captain Scott has a beautiful residence at 88 Pequot avenue, surrounded by finely laid out and well kept lawns. It commands a fine view of the harbor and Fort Trumbull. He also owns White Rock Island, which is valuable for its large quantity of excellent stone. Personally, Captain Scott is a man of large physique, weighing three hundred pounds. He is held in high regard, his portly frame being typical of the generous heart and soul within.



CAPTAIN THOMAS A. SCOTT.

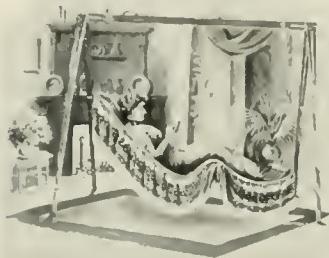


VIEW OF CAPTAIN SCOTT'S DOCK.

Picturesque New London.

THE ARAWANA MILLS,
I. E. PALMER,
Proprietor.—
In 1864, on the
bank of the
Arawana stream at
Middletown, Conn., there was
a modest manu-
facturing plant
for the manufac-
ture of combs,
which building
is well illus-

trated at the upper left hand of
the accompanying factory sketch. It
was at that time purchased by I. E.
Palmer and fitted up for the manufac-
ture of picture cord and allied articles.

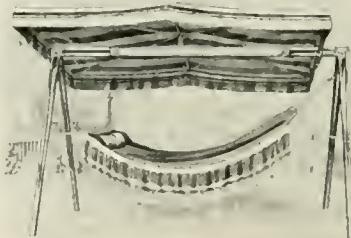


UTOPIA.

During the successful progress of years
this modest plant has grown to com-
parative proportions as further illus-
trated in the sketch, and at present
embodies a series of buildings contain-
ing all told about one hundred and
forty thousand square feet of floor
space, with all the latest factory con-
struction requirements, including
steam heat, automatic sprinklers, elec-
tric lights, etc. Steam and water
power is in use, having a capacity of
about seven hundred horse power, and
water power about seventy-five horse
power. There are over three hundred
machines all told (comprising over
fifty different varieties), required for
the various lines of manufacture. The
nature of the business enlarged rapidly
from one line of cotton industry to
another until at present it includes the
latest improved machinery for spin-
ning cotton yarns, for warps and fillings
and in plies, machinery for weaving,



dyeing and finishing crinoline dress
linings, mosquito nettings, window
screen cloth, horse netting, minnow
netting, and many varieties of cotton
tissues; also machinery for completely
manufacturing hammocks from the
raw cotton to the finished product,
hammock supports and many hammock
accessories, mosquito canopies and
accessories; also extensive wood-work-
ing and iron working departments. It
is doubtful whether many other man-
ufacturing enterprises can exhibit as
greatly a diversified line of products



ARAWANA.

as are included in the present plant,
employing on an average from two
hundred and seventy-five to three hun-
dred hands.

Over one hundred and fifty designs
and mechanical patents furnish protec-
tion to the line of manufactures and
make possible the leading position which
they hold. The plant possesses facili-
ties for the complete finishing of ham-
mocks not possessed by any other similar
factory in existence. This remarkable
growth is entirely the result of the con-
tinuous labors of the present and sole
proprietor, covering a period of forty-
two years.





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